



EIGHTEENTH YEAR, NO. 12.

MILWAUKEE, DECEMBER, 1893.

\$1.00 per Year. 10c. per Copy.

NOW IS THE TIME TO BUY FEED ROLLS.

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Our Style N Six Roll Feed Mills.

FULLY WARRANTED.

THOROUGHLY RELIABLE.

Solid Iron Frame.

Standard Rolls.

Superior Adjustments.

Noiseless Gears.

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For capacity, quality of work, strength, durability, convenience and all other desirable qualities going to make up the perfect feed mill, it is without an equal.

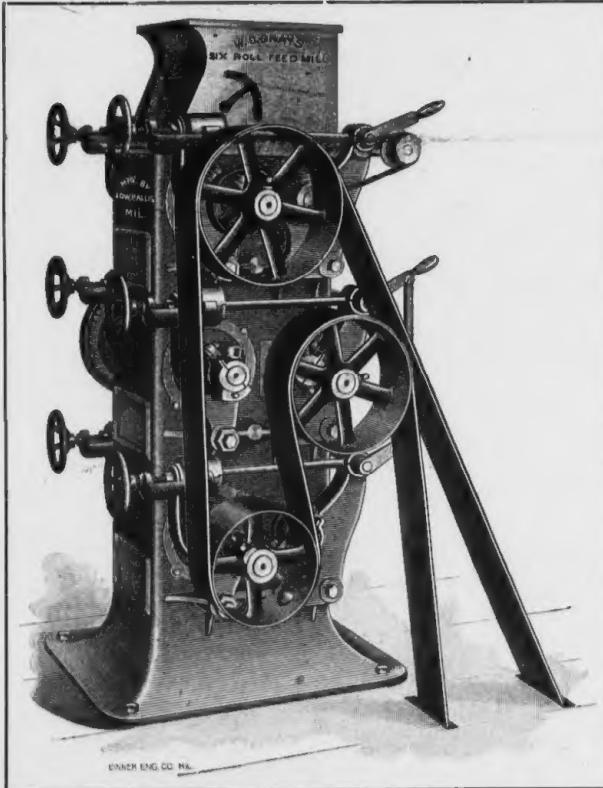
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MADE IN THREE SIZES:

9 x 14

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9 x 24



IT FILLS THE BILL.

Spring Valley, Minn., {
Oct. 26, 1893.

To the Edward P. Allis Company,
Milwaukee, Wis.

Dear Sirs: I have the new style N six roller mill at work, and I just want to say that it comes the nearest to a perfect mill for grinding meal and feed of anything I ever saw. The gears are the quietest running of any I ever saw. In fact they do not make any noise at all. I am more than satisfied.

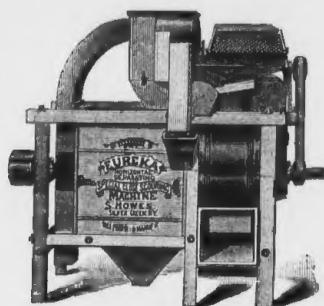
Yours truly,

T. O. KILBURN.

ALSO TWO BREAK FEED MILLS AND A FULL LINE OF GENERAL FLOUR MILL MACHINERY.

COMPLETE FLOUR MILLS BUILT UNDER CONTRACT.

The Edw. P. Allis Company,
RELIANCE WORKS. **MILWAUKEE, WIS.**



THE EUREKA GRAIN CLEANING MACHINERY

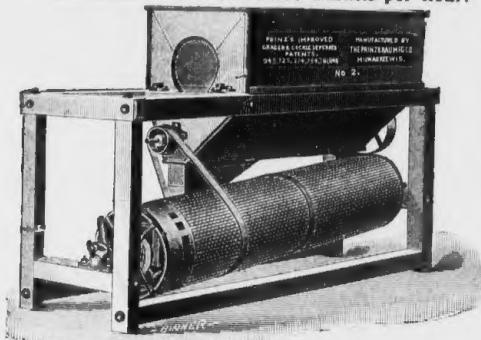
Stands admittedly at the head of all machines built for a similar purpose.

And WHY?

BECAUSE correct principles were embodied in them and correctly applying these principles, using the best materials and high grade labor, enabling us to build the best machines, and by fair dealings have built up the largest works of its kind in the World, shipping them to every part of the Globe where wheat is grown, and our annual sales exceed those of all others, and each year showing an increase over the one previous, affords indubitable evidence that the principles upon which the Eureka is built and operates, are in the broadest possible sense correct.

S. HOWES, Sole Builder, SILVER CREEK, N.Y.

Ten Sizes. From 15 to 230 Bushels per hour.



Slow Motion. Little Power. Small Space.

RECOMMEND THEM AS THE BEST

WASHBURN, CROSBY CO., Merchant Millers.

Minneapolis, Minn., March 4th, 1893.

THE PRINZ & RAU MFG. CO., Milwaukee, Wis.:
In answer to your inquiry regarding the Prinz Cockle Separator would
say: We have had 14 of your No. 3 machines in use in Washburn Mill
for the past three years, and can fully recommend them as being the
best all round cockle separators we have ever used.

Yours Very Truly,

JAMES McDANIEL.

THE PRINZ COCKLE MACHINES

Are guaranteed to take out all Cockle, Garlic and similar seeds without wasting wheat.

ONLY MACHINE IN THE WORLD WHICH HAS AN INDENTED STEEL CYLINDER

SEND FOR CATALOGUE OF REDUCED PRICES.

THE PRINZ & RAU MFG. CO., - MILWAUKEE, WIS.
WM. & J. G. GREEY, TORONTO, ONT., Sole Manufacturers in Canada.

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Send for copy of the New Edition of the

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More copies of this work are in actual use to-day than of
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A proper discount will be made to parties
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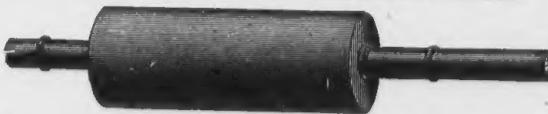
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**FARREL FOUNDRY & MACHINE COMPANY,
ANSONIA, CONN.**

Sole Manufacturers of the Celebrated



ANSONIA * ROLLS
FOR USE IN ROLLER MILLS.

The general experience of American Millers unites in pronouncing these
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CHILLED ROLLS FOR PAPER MILLS A SPECIALTY.



EIGHTEENTH YEAR, NO. 12.

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RANDOM THOUGHTS.

BY WANDERER.

THE purchase of a milling machine might well be compared to the purchase of a musical instrument. The instrument may be new and of the most prominent type or it may be old and worn and a fit subject for the repair shop. Put either instrument in the hands of an expert musician, and while he may express great satisfaction regarding the superior qualities of the one and disgusting remarks with reference to the other, the listener may yet be charmed with either. In the hands of an amateur a remarkable difference may be detected in an instant. While it is intended for the expert attendant of a piece of machinery to remove the musical accomplishments contained therein rather than to develop them, he may, nevertheless, be considered equally necessary toward producing the best results whether the machine is new or old, or of modern or ancient type. The expert musician who renders an instrument worth listening to, may be considered a part of the instrument—on which he performs—the machine attendant must in the same sense, be competent to supply anyone or more missing features of a machine in order to bring about the best results. The machinist of the present day seems to be having an easy time observing the movements of his lathe or planer as compared to the old time machinist who was compelled to do the greater part of his work by hand. The time however may be close at hand when the machine tool will become "balky" and perform its work entirely contrary to the expectations of the man in charge. An accidental wrong maneuver on his part may disengage the entire machine and make it a fit subject for extensive repairs. While every machine of a mill is considered automatic and, in a degree, able to take care of itself, it is nevertheless a fact that it is not at all times under the treatment of the attending miller, who has many more machines to look after. It must also be considered that it probably occupies a position

between two uncontrollable machines and must make up for what the others are considered a failure. Is not the attending miller to be considered a member of the automatic mill, without whose untiring efforts and skill there would soon be "pie," as the printers call it? There would, at least, be dough in unlimited quantities and a sufficient supply of heat to bake it. "How much work will that machine turn out in a given time, or how much work will it do?" is generally the first question of the man who is buying. The miller who is expected to be the attendant will perhaps quietly consider whether the machine will be likely to take care of itself from the time he will render it a visit until he will again have an opportunity, in his next round. Some mill-owners will buy anything in the shape of machinery if somebody will only "guarantee" it do twenty-five per cent more than any other machine of its kind. Business judgment, experience, even common sense seem to be lacking in their make up. Some establishments are full of clap-traps that were bought because they were "guaranteed" to be the best thing on the market. Other people buy machines because they think they are getting bargains. That they have no special use for them, cuts no figure. This buying machines because they are supposed to be cheap has swamped a great many mills at the starting point. It is often left for the millers to "doctor" it up and it is many times under those conditions or owing to his unlimited patience that the "guaranteed" machine is made to stick. * * *

A complaint is offered by a mill owner through the column of "queries" of a certain milling journal that he requires five bushels and ten pounds of wheat for every barrel of flour and is in search of someone who may offer a relief. In reply to his inquiry how to make more flour and good flour out of less wheat, I would advise him to engage the services of a good practical miller, for a time at least. That he may find some relief by the purchase

of one or more "guaranteed" machines may be true, but even though he should find a remedy he might consider applicable to his case, the result may be such as is usually obtained by persons attempting to improve their condition with the use of patent medicines. While there may be a cure in some instances, in others it may make matters worse. By engaging a milling expert the chances are, also, that he is apt to prove similar to physicians who make calomel or some other drug a favorite remedy for every disease, with only an occasional deviation. If a system of milling could be devised like that of medical men who have a specific for every ill, and who treat a dozen patients afflicted with one kind of disease in precisely the same way, then would it be but a pleasant pastime to sit down and prescribe remedies for millers at large through the milling papers, or to have all necessary rules and directions published in book form and then take chances on the cure. I do not wish to be too severe with "expert millers," however and will say that while there are some who will not stop short of anything in order to introduce their one and only cure, there are others more capable of adapting themselves to the situation, and, with perhaps a few minor changes, bring about results equally as good. Such men, however, were as a rule educated up to their business in a flouring mill and not while in the employment of the mill-builder.

LIABILITY OF CARRIERS FOR LOSS OF PROPERTY.

A COMMON carrier is responsible for the safety of goods intrusted to him, and bound for their delivery in as good condition as he received them, at the place to which he undertook to carry them, against all hazards, excepting losses caused by the act of God, or the public enemy. There are other exceptions also well settled; he is not liable for losses or injury from any inherent defect of quality of the thing carried; nor for those caused by the seizure of the goods in his hands by legal process; nor for those caused

by some act or omission of the owner of the goods. His liability is not affected by the kind of motive power he employs. That liability does not depend upon contract but is imposed by law. He is bound to carry for all persons who apply, and to carry on the common law liability; though he may contract with the shipper to abate in some degree its rigor. When goods are delivered to a common carrier to be transported, a promise to pay freight will be implied, and it is not necessary to prove payment or tender of the charges in order to hold him liable. And in case of loss of the property or injury to it, the burden is on the carrier to exonerate himself by proof that it happened by one of the causes for which he was not responsible. Proof of the delivery of goods, and their loss or injury while in carrier's hands, makes out a *prima facie* case against him. But when it appears, in a suit against the carrier, that the loss or injury proceeded from one of the excepted causes, then the burden is on the shipper to show that the injury or loss resulted from the negligence or fault of the carrier. It has been held that the burden is on the carrier, not only to show that the loss happened by one of the excepted causes, but also that it proceeded from that cause without negligence on his part. In case of injury to the property, or loss of it, by the fault of the carrier, he is required to make compensation on the basis of its value at the place of destination. In the former case the measure of damages is the difference between the value of the goods in the condition when delivered, and what their value would have been had they not been damaged in the course of transportation; and for goods lost, their value at the place of destination. The owner is entitled to have the equivalent of the goods at place of destination, in the condition in which the carrier undertook to deliver them, less the charges for transportation and delivery. Where goods are lost by the negligence of the carrier, in the last part of the route, the owner is allowed to recover the

value at the place of destination, less the freight. He cannot recover, in addition, the freight paid to another carrier, who carried the goods over the first part of the route. Where the carrier delivers the goods contrary to the instructions of the consignee as to place, at the destination, such carrier is liable, for the value, if the consignee does not obtain the goods; but the amount of freight for transportation from the place of shipment should be deducted from the value though not earned. Interest is generally added, to the amount allowed as damages, and on the generally accepted principles which govern the allowance of interest, it should be added as a necessary part of the indemnity the shipper is entitled to for the loss or injury to his goods. The carrier is liable for the goods which he delivers by mistake to the wrong person. Where a carrier accepts goods to be carried, with a direction on the part of the owner to carry them in a particular way, or by a particular route, he is bound to obey such directions; and if he attempts to perform his contract in a manner different from his undertaking he becomes an insurer, and cannot avail himself of any exceptions in the contract. But if it should be shown in such a case that the loss must certainly have occurred from the same causes, if there had been no default or deviation, the carrier should be excused. The burden of proof of this fact is on the carrier. Where a carrier conveys the property only for a part of the way, and is instructed how to forward it from the end of his route, he acts as the agent of the shipper in forwarding it. If, without any exigency arising making it necessary for him to deviate from his instructions, he does so, he becomes an insurer; if a loss happens, he must make it good. If goods are marked and known to a carrier to be destined to a point beyond the terminus of his route, and he becomes liable for a loss of then, or for damages for a negligent delay, there is some diversity of authority as to whether the damages should be estimated from the market value at the end of his route, or at the ultimate destination. On principal, the value at the latter place should be the criterion. The value in one case and the depreciation in the other, according to the market at the destination less the freight, is the actual loss to the owner; and it is as direct and proximate when there are several carriers as where the whole transportation is let to one person. The intermediate carrier, who is liable, has undertaken the carriage of the goods with

a knowledge of their intended destination; therefore, the benefit to the shipper of their delivery at that place, and the disadvantage to him of a failure to deliver them, are within the contemplation of both parties. The damages recoverable from such a carrier should be estimated on the basis of the net value at the place where he knows the owner of the goods intends them to go, for the same reason that in other cases damages are recoverable with reference to the value for any special use which was known to both parties at the time of making the contract. In this view, it is immaterial whether the through transportation is undertaken by one carrier or by several in a connected line or by several not connected.

If by the acts of the carrier the shipper is prevented from showing the value of the goods lost or destroyed, the jury may allow the value of the best quality of such goods. If there is no market for the goods in question at the place of delivery, the jury must ascertain their value by taking the price at the place of shipment, adding the cost of carriage, and allowing a reasonable sum for the profit. In cases where the market value of the goods is the test of damages, the law contemplates a range of the entire market, and the average prices as thus found running through a reasonable period; not any sudden or transient inflation or depression of prices, resulting from causes independent of the operations of lawful commerce.

EFFECTIVE PROTECTION.

BY their fruits shall ye know them." At Superior, Wis., on the morning of Nov. 30, at the fine new elevator of the Listman Mill Co was demonstrated the effective working and value of a system of automatic sprinklers with which the structure was provided. Through some cause, an explosion took place in the dust bin and, in a short time the top floor was in flames, which, considering its inflammable nature, would have, under other circumstances, resulted in the total destruction, not only of the Listman property, but, probably, that of two other mills and two or three fine elevators. The provision of the Grinnell system of automatic sprinklers, which showed its proficiency by prompt action, confined the damage and loss to a comparatively, very small amount. At the time of the occurrence the thermometer registered from 8 to 10 degrees below zero, which fact would add to ordinary difficulties in the way of preparations by the fire department, but the operation of the eight or ten sprinkler heads held the fire in check until the fireman were ready to fight it

and the result was a small loss, considerable of which was caused by water from the hose being thrown into the wheat bins. With this demonstration of its utilization the General Fire Extinguisher Co. should need no additional "argument" for the introduction of the Grinnell system of Automatic Sprinklers.

EXPORT OF BREADSTUFFS FOR NOVEMBER.

The following, from the statement of the U. S. Bureau of Statistics, shows the amount and value of domestic breadstuffs exported from all American ports during the month of November, 1893, as compared with same month, 1892:

	1893.		1892.	
	Bush.	Value.	Bush.	Value.
Barley.	352,419	164,962	194,823	103,331
Corn....	3,501,682	1,065,412	4,404,447	2,463,909
Oats....	183,753	70,402	58,611	23,656
Rye....	4,000	2,120	161,494	103,741
Wheat	7,065,912	4,015,219	11,538,901	9,205,522
Total.	11,117,768	5,951,146	16,336,276	11,900,164

In addition to above, the following were exported during the month of November, 1893: Corn meal, 27,634 bush., value \$71,897; Oat meal, 423,256 lbs., value \$10,628; Wheat flour, 1,224,671 bush., value \$5,096,522. For the eleven months ending November 30, 1893 and 1892, the total valuation of exported breadstuffs was \$171,655,202 and \$226,268,619, respectively. A decrease of over 24 per cent.

FLOUR TRADE DURING NOVEMBER

The flour trade of the United States during November was fairly active, but generally unsatisfactory to manufacturers. Millers, as a rule, have had considerable confidence in the future of the market—have been buying wheat rather freely in anticipation of better prices. The steady increase in the official visible supply of wheat—which appears to be the governing factor of the market—tended to a lower range of prices, and flour followed in sympathy. In New England the trade was dull, and chiefly on local account. In New York trade was fair, with stocks materially increased. Reports from Pennsylvania indicated only a moderate trade, and mainly on local account. In Maryland trade was fairly good, while in Virginia and West Virginia, millers reported trade very quiet. In Kentucky the demand was light, and in Tennessee only a fair trade was reported. Millers in Ohio reported a fair to good trade, chiefly on local account, and to provide for small orders. In Michigan, rather a light trade was reported. In Indiana a moderate trade was reported—a little trade with the South. Reports from Illinois indicated a fair local and rather light export trade. In Missouri and Kansas, millers reported a fair trade in the way of filling small

orders, though prices were not very satisfactory. In Iowa and Nebraska, trade was rather slow, and chiefly to meet domestic wants. Texas millers reported quite an active business, but on small margins. Wisconsin millers reported a fair local but comparatively light export trade. In the Northwest, quite a good trade was reported, as millers were hurrying their supplies forward before the close of lake navigation. In Colorado and Utah, business was fair, with some orders from the South. Reports from California indicated only a moderate trade especially for export. Canadian millers reported only a fair trade, and chiefly small quantities to meet local wants.—*Chicago Trade Bulletin.*

MILWAUKEE.

Flour is dull and drooping, the supply being in excess of the demand. In consequence of this state of affairs our mills are producing an amount equal to about half their capacity, the average daily production for past three weeks being 5,358 barrels. Millstuffs are also dull, as to sales, at \$13.00 for sacked bran and \$13.50 for middlings.

The stock of wheat here is reported at about 800,000 bushels or, to be more accurate, on the 18th inst., the amount was 848,710 bushels, against 2,205,478 bushels for corresponding day last year, and 467,897 bushels in 1891.

BUFFALO claims to be the largest flour depot in the world from the fact that during the season just closed 10,000,000 barrels of flour were received at that port. The value of the product, in round numbers, is between \$30,000,000 and \$40,000,000. The average number of barrels per day was 40,000, though frequently as high as 150,000 barrels were handled.

ARE YOU GOING SOUTH THIS WINTER?

If so, make your arrangements to go via the **BIG FOUR ROUTE**.

Whether in pursuit of health or pleasure, no portion of the country offers so many and varied attractions at this season as the **Sunny South**. The Orange Groves of Florida, redolent with the perfume of sweet blossoms, wave their branches in hearty welcome to the tourist from the Snow-clad Northland and the mellow breezes of the Southern Sea woo the invalid from the Blizzards of the Frozen North. There is one line to Florida, "The Big Four Route," which, on account of its excellent train service, perfect connections in Union Depots and absence of transfers, forms the "Tourists' Ideal Line to Florida." From all points north of the Ohio River, the Big Four Route, in connection with the Through Car Lines from Cincinnati, will be found to offer the Best Time, Best Service and Best Equipment to all Southern Points, and if you desire to travel with comfort and ease, be sure your ticket reads via the Big Four Route. E. O. McCORMICK, D. B. MARTIN, Pass' Traffic Mgr. Gen'l Pass' Agt. CINCINNATI, O.

ORGANIZATION OF MILLERS IN THE UNITED STATES.

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*Members of Executive Committee.

A GENERAL meeting of the millers of Missouri, Kansas, Nebraska and Oklahoma, will be held at Kansas City, Mo., on January 23, 1894. The winter wheat milling industry, west of the Mississippi river, it is expected, will be well represented. The committee in charge have made ample arrangements and a well attended and fruitful meeting is anticipated.

THE North Missouri Millers' Association held its annual session at Moberly, Dec. 12. Under the head of "new business," the main subject considered was the existing tariff laws between the United States and Mexico, and a resolution was adopted to the effect that duties on American breadstuffs going into Mexico should be reduced. The officers of the Association were all reelected. The Association is in a prosperous condition.

STANDARDS FOR FLOUR BUYING.

PERHAPS at no other period in the existence of a trade journal connected with the baking trade of this country has it been of such vital importance to bring to the notice of members of the trade such an important matter as the one we purpose dealing with here. That question is the regulation of the baker's raw material as regards its quality and character, or what it is represented by the seller to be. The reason for bringing this question to the notice of the trade now, is, because at no time in the history of the baking trade has there been such a complex situation in the flour market. There are two countries that influence, almost to the extent of controlling, our flour market

by reason of their sending a large quantity of flour to the United Kingdom, and they are America and Austro-Hungary. The latter country has enticed the British millers to make a quality of flour of so high a standard that it competes in some measure with their own production, which is one of the highest level of quality. The United States, on the other hand, sends flour to the United Kingdom to compete with that manufactured in the English mills, but only in price. For some two or three years the quality of flour manufactured in Great Britain has been gradually improving, and this result has not wholly been brought about by reason of the prices obtained for the flour sent from Buda-Pesth mills being the highest in the market, but is partly due to the increasing quantity of inferior foreign flour on offer "at any price" on our markets.

In the United Kingdom we have 890 roller mills scattered over the country, mostly at points which are of great advantage in the matter of reducing expenses in distribution; and these mills when working even under their capacity can produce at least 30 million sacks of flour per annum, but on account of the dearth of cheap Russian wheat the roller mills in this country during last year were able to manufacture only some 27 millions. The United States millers having an ample supply of raw material—the wheat harvest being the largest on record—made up the deficiency of flour, and the building of large mills in the United States went on apace, with the result that at this moment the output of the United States mills is too great for the home and export requirements. Competition between the mills in the great milling centres in the United States has now become so great

that the profit is reduced to the lowest points. In order to compete with each other, the American millers have been gradually increasing the percentage of their "Patent" flour, and instead of 60 per cent of the flour obtained from a given quantity of wheat being "Patents," most of the mills are taking 80 to 85 per cent of the flour sacked off, and labeling that amount "Patents." In several cases a brand of flour has made its mark in this country by reason of it being 45 per cent of the best of the flour produced, and when the bakers have become used to it, and expect it will continue of uniform quality as it had previously done, these American mills, in order to make a profit, increase the amount of "Patents" by taking 75 to 85 per cent of the flour produced from their raw material instead of 45 per cent, and brand it with the well-known "fancy name" so appreciated by the bakers in this country.

These tricks in the American flour trade have become so common that it has been suggested American flour should be "compulsorily graded" before it is sold in this country. The bakers might take this question in hand with every chance of success. The National Association, in conjunction with the Scottish Association and the London Master Bakers' Society, might bring their influence to bear so as to have all flour sold for bread purposes labelled in such a way that some idea of its quality and character would be guaranteed. Each sack could be sold on the marks on the label, and if there were any disagreement between buyer and seller the matter would be easy of adjustment, as the label would have printed on it the percentage of gluten and the color of the flour.

The percentage of gluten would be a slight index as to the "pile" of the loaf, and the color would give some idea as to the strength of the flour. American millers could easily comply with the demands of the British baker by using one class of wheat and always keeping the percentages the same in their mills: the products would not vary to any great extent, and the affixing of the labels would be very little trouble. English millers, in order to know what they are doing, have to make certain tests—or should do so—each time that a fresh mixture of wheat is fed on the rolls. It would not be much trouble to have labels so printed that the buyer could at a glance see what class of flour he had to deal with. This important question should come under consideration at the earliest possible date, and as the bakers are buyers and not sellers, in

this case they can insist upon the millers and flour factors so labelling their sacks. "Town Whites" and "Town Households" are brands of flour sold on Mark Lane at a range for each brand of at least 5s. per sack, and this flour is supposed to be all manufactured in London, or, rather, it was so originally, but now we have "Town Households" sold in London manufactured in Northumberland, Lancashire, and Wales. The result is that the quality and price vary as great as the number of mills selling this class of flour. By having compulsory labelling of sacks, stating the amount of gluten and the color of the flour, there would be uniformity for comparison, and the price of each grade of flour on offer could be easily engaged. At the present time any mistakes made by the flour factors here in buying flour from the American exporters, or any bad judgment of samples, do not fall on the shoulders of those who made the errors, but are passed on to the bakers of this country, who are made to suffer for the faults of others. This is easily accomplished by the multiplication of brands, grades, and the raising and sudden lowering of quality of flour sold under the same name. In a future issue we hope to deal with the method of labelling the sacks, and will give some particulars of the "color standard," which must be constant, and register the same under varying condition.

Another very important point could be settled when these regulations are formulated, and that is the fixing of a line between what is flour and what is offal. At the present time we are importing a large quantity of American flour, and the figures, as returned by the Board of Trade, include low grade flour and "Red Dog," which cannot be made into bread, and is only fit for stock-feeding. This class of flour comes into London in large quantities, and, as it is reckoned by the merchants in the United Kingdom as flour for bread purposes, it depresses the markets to a greater extent than it would do if the returns showed exactly what it really was. Prices of different flours are affected by the figures, or rather the amount of flour said to be in hand or afloat, when in reality much of it cannot properly be designated as flour, in the sense of a bread making article.—*British and Foreign Confectioner.*

ALL persons desiring to reach the entire flour and grain trade, by circular or otherwise, should obtain a copy of "Cawker's American Flour Mill and Grain Elevator Directory for 1892-93." Address THE UNITED STATES MILLER, publisher, 68-c Mitchell Bldg., Milwaukee, Wis.

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**226 LaSalle Street,
CHICAGO, ILL.**

News.

J. B. COLE will erect a roller process flouring mill at Candler, N. C.

BENNETT & HALLERS will build a roller flouring mill at Nestorville, Va.

A ROLLER process flouring mill will be built at Newton, Va., by Ogden & Switzer.

A CORN and flour mill will be built at Raleigh, N. C., by the Bennett Mill Company.

E. W. ING & CO. will rebuild their flouring mill at Humboldt, Tenn., which was recently burned.

MCCUBBINS & HARRISON, millers of Bridge, N. C., have been succeeded in business by Harrison & Page.

AT the four points of Chicago, Duluth, Minneapolis and New York there are 60,000,000 bushels of wheat.

THE Eureka Milling Company of Brockwayville, Pa., has been incorporated with a capital stock of \$15,000.

AT Corsicana, Tex., Dec. 3, the grain elevator, containing 25,000 bushels of wheat, was destroyed by fire.

THE stock of wheat at San Francisco, on December 1st, is reported as 8,493,000 bushels, against 6,168,000 bushels a year ago.

THE flour mill and two residences belonging to Aug. H. Boeler, at Stillwell, Ind., were burned Dec. 13. Loss \$10,000; insurance \$2,500.

PREPARATIONS are being made for the erection of a new flour mill in Hillsboro, N. D. M. H. Murphy is at the head of the undertaking.

BILLARD'S flouring mill in North Topeka was partially destroyed by fire Nov. 27. The loss is about \$3,000; no insurance. The fire was caused by sparks from the flue.

A MOVEMENT is on foot to secure the location of a big flouring mill at Argentine, Kans. It is said that land has been purchased for a site near the Santa Fe elevator.

COMSTOCK & HAGER have purchased the interest in the custom mill at Mazeppa, Minn., owned by Turner Preble, and will begin repairing both mill and dam at once.

AT Sheldon, Ill., Dec. 10, the large elevator belonging to the Farmers' Co-operative Grain Association took fire from some unknown cause and was consumed together with several thousand bushels of oats and corn. Loss between \$8,000 and \$10,000; insurance \$8,000.

CHICAGO is reported to have 19,367,000 bushels of wheat in store, against 10,357,000 bushels a year ago. The stocks represent 12,341,000 bushels of spring, 5,295,000 of No. 2 red, and 1,731,000 of all other designations. Stock of wheat in private elevators at Chicago 2,370,000 bushels.

THE supreme court has decided that the word Columbia as used as a brand for flour by the Columbia Mill Company of Minneapolis, cannot be held under the trade-mark law. The case was begun in the circuit court for the Eastern District of Pennsylvania, to restrain W. W. Alcorn & Co. from using the Columbia brand. The point of the decision is that trade-marks cannot consist of words in common use.

THE Cumberland mills, recently organized a company at Nashville, Tenn., with a large amount of Eastern capital. This company has acquired the three great flouring mills formerly owned by the Union mills known as the "Lancer," "Nashville" and "American." E. P. Bronson of St. Louis has been elected as general manager. The new company has already started one of the mills and expect to have all in operation in a few days.

A NOVEL scheme has been hit upon for virtually prolonging the lake shipping season for the flour mills at Superior and Duluth by several months. A whaleback is being tied up beside each mill at the head of the lakes, and the additional storage capacity thus secured, amounting in all to about 300,000 barrels, will be utilized in February and March to hold the product of the mills and avoid paying rail freight, saving some 20 cents on every barrel. It is expected that if the experiment is successful vessels may be used every year to thus store the flour. The expense of such storage is nominal.

A MOVEMENT is now under way at Superior, Wis., to furnish a big storage warehouse for the accommodation of the flour mills for general storage purposes. It is to build a substantial three-story building on Hughton slip, with a capacity for 500,000 barrels of flour, to be operated on the principle of an elevator or ordinary storage warehouse. The millers are in favor of the scheme, as it would effect great saving to them. Capt. C. M. Harris, the expert flour mill engineer, is engaged on the plans for the enterprise, which, when completed, will be submitted to those interested in the scheme. The difference between the lake and rail rate is 40 cents a barrel, which amount on 500,000 barrels would be saved to the millers, if the warehouse is built. The millers have given

their endorsement to the scheme, and private individuals have also agreed to subscribe to it. If assistance is given by the land company work will probably begin on the warehouse soon after the holidays.

THE Minneapolis Journal says: While there has been complaint that business was dull in almost all lines of trade and but little money has been invested in new business, one branch of trade in this city has continued to increase, despite the tightness of the money market and the financial crisis of the past year. This is the grain storage business, and during the past year the increase in the storing capacity of Minneapolis elevators has been nearly 3,000,000 bushels. Over a third of a million dollars have been expended in this direction, and the storage capacity, which in the beginning of the year was slightly over 18,000,000 bushels, is now 21,000,000 bushels.

THE Superior millers have got up a petition signed by all the companies and sent over to the Duluth Board of Trade requesting at the same time that body to act in conjunction with Superior and Minneapolis by appointing a committee to meet with similar ones from the two cities mentioned, in demanding from the various railroad companies concessions in the all-rail rate on flour to the Atlantic seaboard. The petition will probably be speedily acted upon by the Duluth board, and during next week it is expected that the millers of the different cities will meet the representatives of the railroads and talk over the matter. The roads will no doubt fight hard against demands, but the millers are prepared to press persistently for the lower rate. The railroads declare that the millers have not used them well in the past, because mills have been crowded to their full capacity during the season of navigation, and the flour stored in eastern warehouses, thus getting the advantage of the water route rates. The lake-and-rail rate is 17½ cents per 100, or 35 cents per barrel, while the all-rail rate is 37½ cents a 100, or 75 cents per barrel. This difference of 40 cents a barrel is where the shoe pinches the millers.

THE Elkton flouring mill and saw mill at Elkton, Or., are no longer in existence. The continued rain has transformed Elk Creek into a swollen river so as to become a raging torrent. The rush of the water was so intense that it had undermined the foundation of the mill and carried both the flour and saw mills of the company away bodily. Willing hands went to work and the greater

part of the machinery was saved, but that on the upper floor of the flour mill and other heavy portions of machinery which it was dangerous to attempt to move on account of the strained condition of the buildings were carried away or sunk to the bottom. There were something over a hundred bushels of grain in the flour mill at the time but that too went. The building of these mills commenced in 1878 and they were in running order by Christmas, 1879. It was at that time a joint stock company, but Mr. Beckley, having bought out the partners became sole proprietor. The original cost of the mills was over \$16,000, and altogether the cost has been over \$20,000. Mr. Beckley spent over \$3,000 on improvements last year. The value of the mills at the time of their destruction was close to \$15,000.—Commercial Review.

RECENT MILLING PATENTS.

The following list of patents for Milling and Grain-handling Appliances granted during November '93, is especially reported for the UNITED STATES MILLER by H. G. Underwood, Patent Attorney, 107 Wisconsin st., Milwaukee, Wis., who will send a copy of any patent named to any address for 25 cents.

No. 508,070, Grain-elevator, D. Wilde, Washington, Iowa.

No. 508,611, Dust-separating machine, W. W. Green, Chicago, Ill.

No. 508,788, Grain-conveyor, J. Vogt, Winestrong, Ohio.

No. 508,979, Middlings-purifier, H. H. Ring, Landsville, Pa.

No. 508,294, Millstone-dress J. H. Brown, Madison, Ga.

The following from Chicago Tribune, Feb. 14th:

RAILWAY NOTES.

"The Louisville, New Albany & Chicago has just added to its rolling stock two new sleeping and boudoir cars, costing nearly \$45,000 each. These cars are said to be the finest ever placed on any road in the country, and are specially designed for use during the World's Columbian Exhibition."

These cars are models of elegance and beauty, each compartment and boudoir being fitted with a complete toilet set, cleverly hidden from view when not in use. They are in daily service between Chicago and Cincinnati, and should be seen and used, to be fully appreciated.

All of the Monon's through day trains are made of smoking cars, new coaches and Parlor and Dining Cars.

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AMERICAN FLOUR IN GERMANY.

THE revision of the impost of duties of Germany by the agrarian party resulted in the duty on wheat flour being put at \$2.50 per 220 pounds as contrasted with \$1.19 per 220 pounds for wheat—out of all proportion—on purpose to favor the German mills and keep the grinding of even imported cereals at home.

In a letter to the State Department at Washington dated Frankfort, October 27, 1893, Consul-General Mason writes that even in the Reichstag about to assemble there did not seem to be a probability of a reduction of these or other duties on bread-stuffs.

No fault, he explains, is found with the quality of American wheat and flour, except, perhaps, "that they are too good and costly for the general trade of the country, where very little white bread of fine quality is eaten except by a limited class of foreigners and wealthy people who live mainly in cities." The great bulk of the bread consumed by the German peasantry and industrial classes, as well as in the army, is made of rye, or of rye mixed with a low grade of wheat. The cereal principally imported therefore, is not wheat, but rye, and "this has been hitherto brought mainly from Russia." When in 1891 the harvests failed and Russia prohibited the export of rye, German importers turned to the United States, the only country which then had any considerable surplus; and not finding in our country sufficient rye to meet their demands, "they imported wheat in enormous quantities; and the use of wheat bread, which was then cheaper than rye bread, became more general than it had ever been before."

The normal harvest of 1892 restored measurably the equilibrium of supply and demand, the large importation of Rus-

sian rye was resumed, and the people returned generally to the use of rye bread. The present situation differs materially from that of 1891. The rye and wheat crops of Germany this year were shortened by the long and severe drought, but the quality of both grains was good and the quantity greater than seemed possible when the harvest began. There is, however, a large deficit to be filled by importation, and this would have been drawn, as usual, mainly from Russia but for the disagreement about the treaty of commerce between that country and Germany, which resulted in the imposition by both countries of a retaliatory increase of 50 per cent in the existing tariff schedules on all goods exchanged between the two nations. This has the effect of increasing the duty on Russian wheat and rye imported into Germany from 32c. to 48c. per bushel, giving to imports of those grains from America and other exporting countries an advantage of 16 cents per bushel over similar imports from Russia. Russian flour of rye or wheat now pays as duty \$3.75 per 220 pounds, while flour from the United States would pay but \$2.50 for the same quantity—an advantage of 25c. per 100 kilograms, or something more than \$1 per barrel over the Russian exporters.

"In any case," says Consul General Mason, "the Germans will first consume the home-grown supply of cereals, so that the heaviest importations will be made during the latter part of winter and early spring, and will be governed, as usual, by the two controlling facts already cited, viz., that the general preference of the people is for rye instead of for wheat bread, and that their tariff favors the importation of unmilled grains rather than flour."

The opinion is offered that the lower and cheaper grades of American flour might prove more salable in Germany than the higher qualities.

It would apparently be worth while that the millers' associations of the United States should be represented in the chambers of commerce at Bremen and Hamburg by capable agents provided with samples of their several products, and authorized to make sales subject to the usual commercial conditions which prevail there."

This last is a more important point than most American exporters are apt to realize.—*Bradstreet's.*

DECIDED IN THE COURTS.

WATER EASEMENTS IN DEED FOR MILL PROPERTY.—Deeds of mill property recited that their grantees and their assigns should be supplied with water for milling purposes, from a certain mill race owned by the grantors, and empowered such grantees to maintain its banks in good repair, and clear its channels from impediments, and to draw off water when necessary, for deepening or improving it. The expenses were to be paid in ratio to the quantity of water which the parties by virtue of their respective titles, had the right to use. The deed gave the grantees a perpetual easement in the mill race, and the right to have the water course kept open.—*McMillan v. Lauer*, Supreme Court of N. Y. 34 N. Y. Supp. 951.

INJUNCTION FOR INFRINGEMENT A TRADE-MARK.—One who puts into the hands of retail dealers, an article made by him, and so dressed as to enable such dealers to deceive the ultimate purchaser into the belief that he is purchasing the goods of a third person, may be enjoined by the latter. There are cases

where the rights to use a name to designate a product are so qualifiedly exclusive that the right to protection of its use against its infringement by others rests upon the ground that such use by them is an untrue or deceptive representation. The application is not necessarily dependent upon a proprietary right in a name, or the exclusive right to its use. But when another resorts to the use of it fraudulently as an article or contrivance to represent his goods or his business as that of the person so previously using it, and to induce the public to so believe, the court may, as against him, afford relief to the party injured. No man has a right to adopt and use so much of his rival's trade mark as will enable any dishonest trader, into whose hands his own goods may come, to sell them as the goods of his rival. No man is permitted to use any mark, stars, or any other means whereby, without making a direct false representation himself to a person who purchases from him, he enables such purchaser to tell a lie, or make a false representation to some one else, who is the ultimate customer. It has been said that a manufacturer ought not to be held liable for the fraud of the seller; that is, the shopkeeper, or the shopkeeper's assistant. But that is not the true view of the case. The question is whether the parties have or have not knowingly put into the hands of the retail dealers the means of deceiving the ultimate purchasers. Irrespective of the technical question of trade-mark, the parties have no right to dress their goods so as to deceive an intending purchaser, and induce him to believe he is buying goods manufactured by their rival.—*Von Mumm, v. Frash*, Circuit Court, E. D. N. Y. 57 Fed. Rep. 830.

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PATENTS

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Editorial.

FOR many years we have enjoyed the friendship and companionship of E. Harrison Cawker whose life was finished at 6 o'clock on the morning of Dec. 20. His death was wholly unexpected and the information was, to us, a painful shock. We knew he had been ill for some weeks, but the latest report from his office would lead us to anticipate no immediate serious results. We knew the man and we mourn his loss, beyond our power to express. We had opportunity to become acquainted with his inner nature, his soul as it were, and can vouch for the inscription on the book of life, in connection with his name, to be "One who loved his fellow men." His actions and mode of life throughout our knowledge of him was certainly founded on the highest principle of christianity—the golden rule. His family have our heartfelt sympathy in their bereavement.

FROM a despatch published by the daily press we learn of a clever confidence game worked by one W. F. Gibson on Martin Martens, owner of a large flouring mill at Black River Falls, Wis. In this man Gibson we recognize the party referred to by the *Northwestern Miller* in its issue of Nov. 3, as follows: "W. T. Gibson, a

flour merchant of Cork, Ireland, has come to the Northwest to locate permanently, and is at present making Minneapolis his headquarters. He would like to identify himself with some good milling firm."

When we read this item we were informed of the somewhat doubtful character of the party referred to, but as the transaction wherein the crookedness occurred was not given us for publication, and as it was the only one which came to our knowledge, in which this man showed his true colors, we did not feel warranted in publishing the facts as they were related to us, though the source was undoubtable, because the man was never prosecuted for the act, inasmuch as the wronged party did not see fit to bring action against the offender.

Following is an account of the present affair as related by the daily press:

"What is believed to be one of the mostextensive confidence games ever played in this part of the state has been in progress here during the past few days. For boldness and shrewdness it is exceptionally interesting, and the transactions of the parties are so close to legality that it will take a vast amount of work and will probably be months before Martin Martens, the victim, will wholly recover his property. Preliminary steps were taken this evening when Robert E. Bader, of St. Paul, was arrested on a warrant, sworn out by the district attorney, for participating in, aiding and abetting the securing of the milling property of Martin Martens, of Black River Falls, through fraud and misrepresentation.

Several weeks ago, one W. Francis Gibson, of Cork, Ireland, representing himself to be the foreign agent of large flouring concerns of this country, opened negotiations with Mr. Martens for the purchase of his property. The sale of the property was made, the consideration being \$21,000, Martens accepting stock in the St. Paul Land Company to the amount of \$6,000 and notes for the balance, \$15,000, secured by mortgage on the property.

Grain and flour to the value of \$3,000, in the mill at the time, was at once disposed of by Gibson, and a few days afterwards the property was sold to St. Paul and Minneapolis parties for a consideration of \$1,500, subject to the mortgage. After the sale of this property by Gibson, which was very quickly accomplished, the man from

Cork disappeared and, after his disappearance, two men appeared to take charge of the property, as the alleged agents of the last purchasers. It now transpires that there are several interested in this game and that the two men are among those interested. One, Robert Bader, is the man arrested. The intent appears to have been to legally steal the mill, the stock transferred to Martens as part payment being nearly worthless. Gibson, the original purchaser, has the \$3,000 he received from the sale of grain and flour and the \$1,500 from the sale of the mill."

The strange part of this transaction is the acceptance, by Mr. Martens, of \$6,000 worth of stock which proves to be "nearly worthless," and here, we presume, is where the misrepresentation and fraud takes connection with the matter.

DEAD.

COL. E. HARRISON CAWKER.

Sudden death of the well-known Editor, Publisher, Capitalist.

COL. E. HARRISON CAWKER, one of Milwaukee's wealthy and well-known citizen died suddenly, at 6 o'clock on the morning of December 20, at his residence on Grand Avenue.

Col. Cawker was born Aug. 6, 1848 in Fulton, Rock County, Wis. In 1851 he came to Milwaukee, with his parents, and, with the exception of about four years spent in Kansas, he has resided here since. He went to Kansas in 1870 and, in partnership with his father, founded Cawker City, in Jackson county in that state. His military title was acquired by appointment of the governor of Kansas. He was for a time engaged in the milling business, both saw and flouring. He was, from infancy, afflicted with a drawback to active employment, in the crippled condition of one of his legs, necessitating the use of a crutch, until of late years when he managed quite well with two canes. His education in the University of Indiana fitted him for the vocation selected, and he studied law in the office of one of Milwaukee's well-known lawyers, now, long since, joined to the majority, was admitted to the bar, but, outside of what was necessary in his own real estate business, never practiced his calling. He was

connected with journalism for many years, beginning this career as city editor of the Milwaukee News. He was the founder and, for sixteen years, the editor and proprietor of the UNITED STATES MILLER. His practical knowledge of milling as it then existed enabled him to write intelligently on the subject as also to advocate a superior system to that then in use, which was generally the buhr stone system. His mind in this as in all matters wherein he took an interest was progressive and his writings and teachings, to a great extent, assisted in bringing forth many of the improvements that are in general use in flouring mills at the present time.

About three years ago Col. Cawker's mother died, leaving the main portion of her estate to him and this was of such extent and nature as would require his whole attention to its management. Disposing of his publishing business, he immediately began the systematic method of improvement which culminated in surprisingly satisfactory results and in the few years that he has had control he has made wonderful changes and added considerably to the value of his inheritance. A moderate estimate of the value of his estate at the present time would be \$750,000.

Col. Cawker's surviving family consists of his wife and two daughters. The two daughters are attending school in the East preparatory to entering Wellesley College. They have been notified of their loss.

The funeral preparations are not completed at this writing. It will probably take place Dec. 23, and will be conducted under the auspices of the Knights of Pythias, Col. Cawker having been a member of Excelsior Lodge, No. 28, and of the Uniformed Rank.

Twenty-five years ago, dating from the day arranged for the burial, E. Harrison Cawker and Miss Sarah Lincoln were united in marriage. What would have been a joyous and happy anniversary is, by the relentless hand of the grim destroyer, made a day of mourning for those sorrowing relatives who will see the remains of their loved one consigned to its last resting place in the family plot at Forest Home cemetery.

Correspondence.

[The following letters are all from our own special correspondents, and reflect their views and the views of the trade in the location from which they write.]

NEW YORK.

Stagnation Continues, But Depression Has Disappeared. — Healthy Condition of Flour Trade. — Gradual Hardening of Prices. — The Mill Feed Bonanza. — The Break Wheat Flour Boom. — The Flour Trade vs. The Central Railroad. — The December Wheat Boom Postponed.

ANOTHER month of stagnation has been added to the long list of the past year; and still another, at least, is in prospect before there is much hope of a revival in the wheat and flour trades. Depression, however, has disappeared for the greater part of the month just ended. The Northwestern mills in general, and those of Superior and Duluth in particular, had been such free sellers of their product, during the mid-autumn, for shipment before the close of navigation and the advance in rail freight, that they have been sold up to or ahead of their deliveries right along; and, some of them will not catch up before the end of the year. This has taken so many of the spring wheat mills out of the market that offerings have been comparatively light, and, notwithstanding demand has been equally small, there has been little pressure to sell any grades of spring flours. At the same time the advance in wheat and smaller receipts of both spring and winter, since the middle of the month, has made millers firmer in their views; and, taken in connection with the advance in freights to the seaboard, caused them to refuse fairly liberal bids at old prices for both springs and winters for forward delivery, running into the new year. The most that could be done was to buy stock already here at old prices to 10 and 15c. higher as the month advanced, and the wheat market hardened here and in the interior, and compelled millers to pay higher prices, and, in some winter sections, to shut down, because of their inability to buy wheat at prices that would return them any profit, on the ruling prices of flour; for, buyers would not come up in their bids more than 10@15c. from the bottom prices of the last depression, which did not affect the enhanced cost of wheat.

WHY TRADE HAS BEEN DULL.

These are the principal reasons for the prevailing stagnation, as well as for the disappearance of the depression of the month before, and why they have parted company at last, for the first time, in this most unsatisfactory milling year. This much, therefore, has been a distinct gain in the situation, and shows the mar-

ket comparatively bare of stocks unsold in first hands, while those in second hands are not much larger, as dealers have generally confined their purchases to immediate wants, when made on the spot, and simply to meet the future demands of their regular trade, when made to arrive. Thus we will go into another month with moderate supplies all around, notwithstanding the heavy output and shipments of the Northwestern mills for a month and a half past. The same seems to be the case generally in our domestic markets, where better prices are generally claimed by millers than here and a better demand. But the foreign markets do not show so favorably on stocks, which still remain so ample, if not excessive, as to preclude any demand worth mentioning, from the seaboard at least. Although pretty free through shipments are still going forward, as they have been ever since the panic, presumably in fact, of consigned flour. This has reduced the export demand here to the lowest point in many years during the entire autumn, except for low grade springs, for feeding stock, which have been taken so freely for export the past four months that there have practically been none on the market the past month, having been sold so far ahead, as is still the case. It follows, therefore, that the bulk of the stock on the other side consists of medium or high grades, which, in fact, accounts for the moderate supplies here; for trade has not only not been better than usual here, but worse, since the panic of last summer has reduced the consumption as well as the demand, no matter if flour has been the cheapest article of food in the market. For consumption of everything is reduced in hard times, when many people are unemployed and hence unable to buy the usual amount of food at any price, unless it be refuse and unmarketable goods. Unless Western millers have large stocks stored at their mills, or at interior points, therefore, the domestic flour markets are in an unusually healthy condition, and ought to do better after the new year, especially if general trade and industry revive after that date, of which there are already encouraging signs, both here and at manufacturing centers. Quotations below will show the slight changes in prices as compared with a month ago, which are generally 10c. higher, and, in cases of patent springs, 10@15c., or \$3.90 @4.15 for good to choice brands — excluding two — against \$3.75 @4.00 a month ago. Bakers' springs have been steady and quiet at \$2.10 to \$2.75 in sacks or bbls. Winter patents have

moved but slowly at old prices, \$3.40@3.65, barring one or two brands. Winter straights have been the most active, in proportion to their usual volume of the trade, of anything, and yet have advanced less than spring patents, because they did not go off with them in October and early November. These have ranged at \$3.10@3.35, but chiefly at \$3.15@3.25 for standard to fancy. The demand has been both for the West Indies and South America, and the home trade and stocks are smaller in proportion than of other trade brands. The lower grades of winter have been about steady until No. 2 in sacks are reached, and these have broken to \$2.10@2.15, in absence of export demand for Europe, while in barrels they have held up better at \$2.35@2.45. Superfine winters have also been easier for the same reason.

WHAT THE CITY MILLS ARE DOING.

All low springs, under \$2.00, as well as winters, have been cleaned up for feed, both by local and export trade, as the supply of mill feed, both city and Western, has been unequal to the demand, at advancing prices, until at the close 80@82½c. is obtained for either, and the city mills are sold ahead for the balance of this month and are compelled to refuse export orders almost daily for 200 to 1,000 tons at their price for prompt shipment. This feed business is a regular bonanza for the city mills which they cannot deliver to the local trade as fast as wanted. On the other hand, they have suffered with all other mills in the stagnation, although they have not changed prices during the month. West India shippers have been generally supplied by old purchases and only placing small orders weekly at \$3.60@3.65, while their export trade in patents has been of the smallest volume in over two years, which is due to the lack of European markets for high grades of all kinds and induces the belief here that the bulk of spring patents, exported this autumn, have been consigned. Home demand for city patents, however, has improved of late and the city trade has been good, though in the early part of the month it was as dull as everything else. The city mills have also struck a bonanza in the buckwheat flour market this fall, as the crop of buckwheat was short, and they bought everything offered on the spot and to arrive early in the season, and loaded up at \$2.00@2.25, since when it has advanced to \$3.00 on absolute scarcity and good demand until the state mills are compelled to buy Canada grain and pay duty on it, in order to get suf-

ficient to run their mills. Rye flour, on the other hand, has been dragging, as there is no demand for rye this year except for milling, and the supply of flour is kept in excess of demand at \$2.75@2.90 at the close.

INDIGNATION OF TRADE AT THE CENTRAL RAILROAD.

In this connection, it is of interest that the usual indignation meeting of the flour trade has been held, the past week, against the action of the New York Central Railroad in requiring all flour, with "free lighterage" delivery, to be moved from its docks within 10 days after its arrival, instead of unlimited "free storage," as this and all other roads give the trade during the summer and autumn, when their docks are not crowded with freight of other kinds. But after the canal and lakes close, the Central road does this every winter, in order, it is claimed by the trade, to force it to store its flour in the Central road's stores, and make business for the latter, as the flour loses its "free lighterage" if taken to other stores. Other railroads have taken no such action, and the trade claims that the Central's excuse for its notice, namely, that its docks are so crowded with freight as to compel it, is not true; and the cutting of east-bound freight rates from Chicago by the Trunk lines, in order to get business, is cited as conclusive proof, as well as the generally light traffic of all railroads, on account of the stagnation in business. Yet the road has refused to rescind its notice, and considerable flour, unsold, has gone to store at 10c. expense to the owner, or been sold at 10c. concessions to save its storage, since this notice went into effect last Thursday. The protest of the trade was unheeded, as usual, as a large number of mills are compelled to ship over its line or its allies and feeders.

The export trade in wheat continues as unsatisfactory as that in flour, and for the same reason — glutted markets abroad. To which has been added, this month, free offerings of new crop wheat from the River Plata, in addition to continued heavy shipments from Russia, as noted a month ago. These have prevented European markets following ours, and ours from following Chicago, where some big operators took on several large lines of wheat, in anticipation of the usual after close of navigation boom. But they have become discouraged at the action, or rather inaction, of foreign markets, and their refusal to follow American markets, and have been unloading the past week, and this has taken the chief support from under the bull movement based

upon low prices. The favorable outlook for winter wheat, the continued increase of wheat in sight, and lack of export demand has left nothing to help the low priced bulls, as there is no outside buying and but little short interest to scare or squeeze out. It looks, therefore, as if the December boom will have to be postponed until January, and the January to February, as has often been seen in previous short crop years, and, by that time, the new Indian crop will begin to be offered, and Russian, also, for the opening of navigation next spring. Verily, the way of the bull is hard to travel, especially in a panic year.

NEW YORK, Dec. 11, 1893.

BUFFALO.

THE death of Solomon Sturgis Guthrie removes another of the old members of the Merchants' Exchange, and with him goes much that his associates respected in the life of a business man. His character was only understood by his closest friends and, as much has been left unsaid by the daily press, I would like to add one line which in the opinion of those who knew him best was the brightest star among his many good qualities. His life was one of simplicity and love for his fellow man. He never had an enemy; never thought he did. *No one ever heard him speak ill of his neighbor.*

His will shows the character of the man and is well worth publication in the UNITED STATES MILLER as it is regarded as a model document of its kind.

I, SOLOMON STURGIS GUTHRIE, of the City of Buffalo, County of Erie, and State of New York, being of sound mind do hereby make this my last will and testament.

I hereby appoint and make as my executors and administrators of my entire estate and property of every kind and nature personal or real, my dear sons, Edward Buckingham and Henry Sturgis Guthrie, without bail or bondsmen and will it all to them and to be by them inventoried and shared alike between themselves as they may mutually agree, irrespective of any other person or persons. My sincere love for them and implicit faith and confidence in them and their love and respect for me and for each other with a desire to do what is just and right always, convinces me that they will, satisfactorily to each, divide my small estate between themselves and thus save any legal expense or difference. With this abiding faith in them and the sincere prayer that our kind and Heavenly Father, who has spared us so long together in peace and comfort through the merits of his beloved Son, will bring us one united family all together in that Heavenly Home.

I execute this my last will, this 8th day of August, 1892.

SOLOMON STURGIS GUTHRIE.

Witness:

Samuel E. Provost,
Stoner W. Yantis.

My desire is, if my two sons consistently can, to give the Newsboys' and Bootblacks' Home three or five hundred dollars out of my estate.

S. S. GUTHRIE

This death calls me back to the old times, and how few of the men of 25 and 35 years ago are left. In those good old days the leading men in the grain trade were James D. Sawyer, P. S. Marsh, S. S. Guthrie, Jason Parker, J. M. Richmond & Co., D. S. Bennett, Barclay, Bruce & Co., O. L. Nims, Simons & Crissey, Wm. B. Mann & Co., Fish & Brown, Preston & Wright, Geo. S. Hazard, Cyrus Clarke, A. T. Blackmar, John H. Vought, M. L. Crittenden, and James R. Bentley.

In the milling business were J. B. Griffin & Co., Lawens Eno & Co., Thornton & Chester, and S. W. Howell. Buffalo, in those days, was a large market for western flour and the leading spirits in the flour trade were P. J. Heimlich, Silas Parsons, Geo. Richardson, Robert Boyd, Cobb & Co., and Rainey & Wheeler.

The barley trade was principally in the hands of T. M. Ottley.

The provision business was handled by Miles Jones' Sons, Henry Roop, and Sears & Dow.

Meech & Co. were the great feed dealers.

How few of these names are known in business to-day. Verily what shadows we are and shadows we pursue.

In closing these old recollections it will not do to leave out the market reporters, who like the present generation of that ilk, were ever watchful of the interest of trade and the business advancement of the city. They are of more value to the trade than the present generation of grain men give them credit for. At least we thought them so, and I believe the Merchants' Exchange of to-day would be dead, as far as the grain business is concerned, if there was not a "regulator" of prices between buyer and seller; we had them then and appreciated their work. They are as good if not better now, but they have a different class of men to deal with.

Elmore H. Walker, William Thurstone and George Martin were the shining lights as newspaper men on the floor then and Bob Newell was the "lightning slinger" in the W. U. dock office. E. H. Walker was on the *Commercial*, and that paper was then, as it is now, the authority on market quotations.

Among the canal forwarders of that day were A. W. Horton, John Bissell, (father of the present Postmaster General,) Joseph Carley, James Van Buren, Robert Noble, Aaa Covell, and John Munderback, all of whom have joined the majority. How short a time it takes to change the roster of active business men.

Two or three of the above are still actively engaged in business, a few are spending the afternoon of their days in retirement and ease, but by far

the greater number have crossed the great stream, leaving behind them a reputation for integrity, honesty of purpose and business honor, which it was the pride of the old-time Buffalo merchant to create and maintain, a shining example to those of the present day to emulate.

That was a field of action and in it comes before me most vividly that genial, erratic gentleman, George Hunter, a man whose natural gifts should have earned him a better fate than was his. George prided himself on never, under any circumstances, forgetting that he was a gentleman. One amusing illustration of this trait occurred on an occasion when engaged in an altercation with one whom he knew had taken a mean and undue advantage of him. After listening to the man for some minutes he drew himself up with all that old-style dignity, which he possessed to a degree, and addressed his opponent in these words: "Sir, you are a scoundrel; allow me to curse you. G-d d--n you."

Thanksgiving foot ball was indulged in on 'Change Nov. 29 and a great afternoon it was. The boys collected enough from the old heads to buy half a dozen balls, but the O. H.'s were told it was for charitable purposes. As soon as the "stuff" was secured the room was cleared of the floor committee and the contributors likely to interfere with a royal good time. The game lasted two hours. No intermission. At the end of which time the young bloods were ready for other devilment. Damages to fixtures were assessed at \$15.00 but there was easily \$5,000 worth of fun.

Mr. "Clint" Newman, the great Akron miller is a character in his way and one of the many things in this world he objects to is the publication of his doings and sayings. He enjoys a joke on his fellow members of the Buffalo club and there is no possible reason why he should object to the telling of one on himself, especially when he lets the cat out of the bag. Now, "Clint" has a daughter who has been away from home for several months and was expected back on a Monday. As Thanksgiving fell on Thursday, as usual, Mr. Newman like a kind and doting father went to meet his daughter on the 5:30 train from Chicago on Friday, thinking, of course, it was Monday. He tramped the depot for two hours and went home to find fault with the family for sending him on a fool's errand. "Well, Pa Newman," said his kind wife, "no one sent you, besides

this is Friday and she was not expected here until Monday you know." Every day off is not Sunday to people who work for a living and such a day as

Thanksgiving is usually remembered by them much to their sorrow.

The new firm of Warfield & Swanz was announced on 'Change, Dec. 1. The new firm succeeds to the business of Bartlett, Frazier & Co., of Chicago, who, for the past ten years, have, through the energetic management of Mr. Warfield, made such an enviable reputation as business men in Buffalo. Mr. William E. Swanz has been connected with Mr. Warfield from boyhood and is well versed in every detail of the work. As a cool-headed, safe clerk, he rose in the estimation of his employer and is now a partner in the business. It's a good firm and will undoubtedly go on as it has for years past, making money by faithful attention to the interests of shippers of grain to this market.

W. P. Andrews, agent for the Akron, Erie County, mills, is out on the road again, and it is remarkable what a change there is in the business of that firm when he is sent out on one of his still hunts. The proprietors of that excellent mill seem to get new life and the rollers are kept humming hot when Billy is on the road.

Mr. Hoss Seymour, of the firm of Waters & Seymour, the largest corn and oat commission house in the Merchants' Exchange, has been appointed a member of the meteorological committee in place of Mr. S. A. Simons, gone to California. The new member of this important committee will take it on himself to fix the weather, and it is expected that people interested will govern themselves accordingly or go and see the boss. All complaints should be sent to Mr. Seymour, and no one doubts he will make it hot or cold for the bureau if better service is not maintained in that department.

Banker Sandrock is working away like a nailer again. He acts as though much time has been fooled away in politics—and so there was. "Our George" has about as much business in that game of chance as any other man of brains. To be keel-hauled in the Hamburg canal and then dried off with the scum of that filthy channel, is more than an honored citizen can stand, especially if he be as sensitive to public opinion as the "People's George" is.

Mr. Riley Pratt went home to see how things were going on at the ranch. It is said he cannot stay away only so long from that attractive spot. He will combine pleasure with business on this trip, and the rooms at his hotel here are now vacant and will remain so. No chips—beg pardon, no cards, was meant—wrong again; it will be both cards and chips as of yore. R. E. Pratt is an active

worker in this market, and when he fails to make a trade, there is something radically wrong with his people at the other end.

Mr. W. C. Edgar, of the Northwestern Teapot, is again pouring forth the vials of his wrath on all who have the temerity to disagree with him. He thinks it brilliant to make a play on people's initials. How would he like a little of that sort of thing himself? W. C. W. C.? Seems to me I have heard those letters applied to another institution of the same general character of Mister W. Closet Edgar.

Navigation is closed, and the canal forwarder is taking his regular winter sleep, still keeping an eye on the outlook for the opening next May. As a rule the fraternity has come out with a fair bank account, and is ready to do a little business on the strength of it. Therefore as a feeler he offers to take a cargo or two of wheat at 47¹/₂c. shipment at the opening. This is a "liner," but it is my humble opinion the taker will dispose of that stuff at 5c., and that 5¹/₂c. will be more like an opening rate than 5c.

Millers would not look at 66-cent Northern wheat; Oh, no. They preferred to pay 70c. and took about 300,000 bushels at the latter price. Besides, they were glad to get it, and then the market went down a cent. It was ever thus with the Rochester and some of our Buffalo millers.

But business is dull in the flour line; indeed, there was nothing doing between the first of the month and up to the 20th. Trade was never so flat. Patents sold at \$4.00@4.10, and winters at \$3.25@3.50. Millers kept on grinding just the same, and hoping at the same time something might turn up. The Lord is good to those who like to work.

Our genial and much respected friend, Mr. Poo Bah Henry, the wheel horse of the firm of Harvey & Henry, president of the Oakfield fertilizer Co., chaplain of the Cereal Brain Food Fishing club, and steerer of the damaged flour and grain gang, has recently had an experience which made a wonderful impression on him. Coming in from an official visit to the works at Oakfield, a portion of the train left the track, the coach in which Mr. Henry was, being thrown against a freight train and a portion of its side torn out. Excitement for a moment reigned supreme, and the chaplain's beautiful whiskers were rendered permanently three shades lighter. He swears he will not again ride on the rail, except under great provocation, dire necessity, or a free pass. His many friends rejoice that it was no worse.

The Buffalo option brokers

are having a serious time of it. Not one firm, even the great Robert Newell, has paid expenses for a month past, and for the new firms, of which there are three, including McIntyre & Wardwell, the losses must be heavy. It's a question now of who will hold out. The business is overdone here. Three bucket shops and three straight broker concerns, and none making a fair day's earnings.

Speculators got cleaned out completely on the decline in wheat, and even the few who made money in pork last summer got seriously twisted. But there will be more money after January. Never venture never win, and the boys have been saving to make another venture.

The manner in which Duluth wheat sellers shut down on low prices astonished the millers in this section. They waited too long in the hope of getting the lowest priced wheat on record. To-day you cannot buy 10,000 bushels of No. 1 Northern at 6c. over what it would cost before navigation closed; and it will go higher in proportion.

Measrs. Heindl & Rodebaugh are deep in the Duluth wheat trade and have made considerable money, which, by the way, will let them out on some of their feed business last summer. They are square traders, and everybody wishes them success.

The Coatsworth is to be rebuilt at a cost of \$300,000. Now, there are a few people in Buffalo who would like to put up that elevator at, well, say \$50,000 less. It's a stock company, you know, like the Eastern elevator and the Central Elevator Co., down on Wall street.

Mr. James A. Roberts, the newly elected state comptroller, is in Colorado, looking after the interests of the Colorado Land and Water Company, in which he and Mr. George Urban are large stockholders. Irrigation for 55,000 acres of land has been provided for.

I see that the Northwestern W. C. is now agitated over the word "patent." Keep low; it's a long sought for relief, and indicates that his over-worked brain is gradually going away under the effects of a "patent" medicine, prescribed for a swelled head. Several years ago, this green monkey on a yellow stick was in the habit of inviting millers into his office, actually begging them to come there and use his paper and ink. "Make this your headquarters while in town; put your feet on the table and spit on the floor," was about the way he put it. Last week my card was asked for at the door, and I was politely, but rather firmly, informed by a "servant" that the W. C. was too much occupied. I have been on earth some time and

seen many changes, but hope to live long enough to see how this man will stand grief. It will come, sure.

With the present discrimination against Buffalo by railroads, this market is ruined for grain business. At the rates through staff is going, nothing can be done, as the stop-over privileges, enjoyed by other grain markets, are not allowed here.

The Niagara Tunnel Company have announced that power for Buffalo will be ready for distribution by February. This has caused great rejoicing among the real estate agents who have seen hard lines since last spring.

The Lehigh Valley railroad strike has caused an enormous accumulation of flour at this point, estimated at 500,000 bbls. A new flour storehouse is to be built here, but it is hoped it will not be on the flimsy stock plan.

The trolley system for propelling canal boats is a success and when a republican Governor is elected, it will be put into operation on the line from Buffalo to Troy and not until then.

BUFFALO, Dec. 15, 1893.

DULUTH.

THE unusual and unprecedented activity which characterized November has entirely disappeared. Since my last letter, business in making flour, handling and shipping it, and of receiving, storing or shipping grain, was run up to the highest pressure ever recorded at the head of the lakes, but with the close of navigation, there was a reaction, and at present but little is doing. During November the output by the mills in Duluth and Superior was 330,306 bbls., as against 280,512 in October, and 132,613 in November last year.

Since the first of the month the mills have been running irregularly, and some of them have been idle. The November spurt was for the purpose of rushing all the flour forward that was possible before the close of navigation, when shippers would be at the mercy of the railway lines. The shipments by the local mills not including the flour received by rail from Minneapolis and other interior towns for water transportation amounted to nearly a half million barrels. The total shipments were 956,158 bbls. The last cargo went out on Dec. 1, which left the warehouses comparatively empty. Since contracts were closed with the last lake consignments but few sales have been made. Persistent sparring has been going forward for better freight rates, and so far but 10c. per bbl. has been secured as a cut from Duluth to the sea-

board. This will be some aid to manufacturers in quoting prices, but the Eastern trade was pretty thoroughly supplied by boat, and there is a decided lull in orders.

The Indiana, Illinois and Southwestern trade is now being looked after, which, when supplied, will satisfy the present demand, unless there is further freight reduction to Eastern markets. There is no further export demand from the Northwest, and the domestic trade is confined mainly to the territory above indicated. The shipments for the foreign trade during November were 53,951 bbls., against 52,974 for October. On the first of the month there were 18,433 bbls. of flour in store, against 227,092 the week previous, 12,127 bbls. a year ago, and 16,072 bbls. at the same time in 1891.

The production, receipts and shipments of flour, and receipts and shipments of grain at the head of the lakes for November, as shown by the report of Secretary Welles of the board of trade, were as follows:

	RECEIPTS. 1893.	1892.
Flour produced Dul. bbls.	135,098	182,013
" received, bbls. Sup.	194,338	111,061
Wheat, bus.	6,483,056	7,252,005
Rye, bus.	17,577	10,221
Barley, bus.	287,820	23,184
Flaxseed, bus.	74,362	141,191

	SHIPMENTS.
Flour, bbls.	956,158
Wheat, bus.	2,597,056
Rye, bus.	254,398
Barley, bus.	10,292
Flaxseed, bus.	111,476

The output of flour of Duluth and Superior during the season of navigation, compared with the output during the navigable season last year, was as follows, as shown by records in the office of the Duluth Board of Trade:

	Duluth, Superior, Superior, bbls.	Duluth & Superior, bbls.
May....	71,813	73,800
June....	56,493	13,021
July....	30,049	80,101
August....	65,897	128,099
September....	98,112	109,314
October....	103,752	176,700
November....	135,968	194,338
Dec. 1st w/k of	34,487	39,554
Total....	910,946	917,016

The receipts from interior towns of flour during the season of navigation from May to December, compared, are shown by Board of Trade statistics, as follows:

	1893.	1892.
Rec'd, Shipped, bbls.	Rec'd, Shipped, bbls.	
May....	307,831	358,346
June....	722,885	479,047
July....	548,085	776,967
August....	734,016	964,521
Sept....	803,322	848,445
Oct....	863,263	1,063,096
Nov....	506,286	956,158
Dec. 1st w/k of	9,908	411,601
Total....	4,677,117	6,129,309

The amount of grain in store at Duluth on Monday, Dec. 11, by grades, was as follows:

	Bushels
No. 1 Hard wheat.	4,000,334
No. 1 Northern wheat.	4,030,696
No. 2 Northern wheat.	280,071
No. 3 spring wheat.	17,313
No grade spring wheat.	2,777
Rejected and condemned wheat.	10,052
Special bin wheat.	31,977
Total wheat in store.	8,412,820
Wheat afloat in harbor.	208,907
Aggregate.	8,621,927
Increase for the week.	506,080

Amount of wheat in store corre-	Bushels
spending date last year	11,108,588
Increase last year	1,956,947
Wheat in store	15,007
Decrease of rye during the week	2,821
Barley in store	60,739
Increase of barley for the week	31,750
Flax seed in store	44,496
Increase of flax seed for the week	3,981

Wheat receipts have fallen off materially since lake shipments stopped. Receipts for the first week of the present month were 910,000 bushels, of which the mills took 200,000 bushels. During the last week of navigation a rush of orders came in and the rate advanced from $2\frac{3}{4}$ ¢ to $3\frac{1}{2}$ ¢ per bushel to Buffalo. A comparatively small quantity of wheat will be stored in vessels during the winter. Elevator capacity has been increased over that of last year and the receipts will be smaller. The boats which have taken on cargoes for the winter will receive $4\frac{1}{2}$ ¢ per bushel, delivered in Buffalo next spring.

There has been such rush and activity incident to the closing of navigation that but little time has as yet been given to the winter schedules and winter conditions. The first thing, of course, that will be looked after will be that of rates, and as yet but little has been accomplished in that direction, although a number of conferences between mill men and railway men have been held. Prices are weaker than they were several weeks ago, although there is no disposition to force anything upon the market. The fact that the flour mills at the head of the lakes control the price of flour in the Eastern markets is conceded by the *New Journal of Commerce*, a recognized authority on grain matters in New York City. That paper admits the superior advantages of the Duluth and Superior mills for putting flour upon the markets at lower prices than the mills at Minneapolis; that the mills here are in position to take the trade away from the old mills in the interior. One of the great advantages of the mills here, outside of that of location, is the fact that they are new mills, the latest and best existing in the country. But that advantage does not compare with that of location. This is the natural meeting place for lake and rail transportation, and headquarters for the wheat raised in the hard wheat belt. Here the flouring industry has been firmly established, in the face of the fact that the Minneapolis mills were previously known all over the world as the manufacturers of the best brands of flour produced. And here will be the milling business of the future. The capacity of the Duluth and Superior mills is now a little more than one-third that of all the mills at Minneapolis; this capacity will be increased as rapidly as the demands will warrant. No

other large mills will be built in the Northwest except at the head of the lakes.

The record made by the Pillsbury-Washburn mills at Minneapolis for the past two years is not a very good one. Not since they were sold to the English syndicate for \$8,000,000 have they made any money. The matter of their location is the principal drawback. The later and better mills here are commanding the markets of the world. The great Duluth Imperial Mill has a capacity of 6,000 bbls. of flour per day—about one-half of that of the mills in the Pillsbury-Washburn plant with a capitalization of \$6,000,000—and with better facilities and equipments for handling flour. The entire plant of the Pillsbury-Washburn Co., with its immense capital outlay, could probably be duplicated here for a little over \$1,000,000. With its modern and successful competitors here it is not to be wondered at, all the conditions being considered, that the great milling company at Minneapolis has paid no dividends to its English owners, while the mills here pay good-sized dividends regularly. It may be no fault of the managers of the big concern either. Conditions have changed and the mills here control the situation.

Secretary Thompson of the Chamber of Commerce has been finally forced from his position, and the Chamber is now a subject for history only, although some of the members are in favor of blowing some life into the organization. Mr. Thompson made enemies especially of the two leading daily papers and they went gunning for him and finally bagged him. During his several years in office—salary \$5,000 a year, paid by the city—he did much toward crystallizing sentiment throughout the country in favor of the ship canal across New York to the sea, giving the shippers on the great lakes access to the ports of the world. A man can have no greater mission, in the commercial field, at present than that. If Duluth, Milwaukee and Chicago could ship to the ports of all nations direct, the central west, and north would ask no further favors. Mr. Thompson has the detailed figures showing how this may be brought about and what it will cost. The cities named ought to establish a commission having for its purpose only, the securing of a ship outlet to the sea. Mr. Thompson is now an associate editor on a little daily here which is steadily commanding respect.

The Duluth Board of Trade has decided to let agents of railroad companies in on the ground floor, and transact business in their line on 'Change.

A ticket is issued to them at \$25 a year, each.

General manager W. H. Fisher, of the Duluth & Winnipeg Railroad has disposed of his interest in that line. President Fitch becomes general manager, and that road and the Duluth South Shore & Atlantic have been merged. The completion of the line from Duluth to Winnipeg will be made next year and the great grain out-put heretofore sent to Port Arthur and Port Williams will be sent east by way of Duluth. This gives the Canadian Pacific a line on each side of Lake Superior.

Dr. Hermann Schumacher, of Berlin, employed by the German government to study the grain, elevator and produce exchange business of this country, has been making an investigation in his line at Duluth. He is now in St. Louis, or Kansas City.

During the season of navigation just closed, Inman's navigation record shows 2,073 arrivals, which is a marked increase over last year. On May 7, the first boats were sighted; May 9, they began to enter the harbor when 19 vessels came in. By the evening of May 10, 40 vessels had entered. The season has lasted 207 days, being officially closed December 1. In that time the mills here made 610,346 bbls. of flour, while those across the bay turned out 917,018 bbls., a total of 1,527,364 bbls. On the year previous, during navigation, they made 850,966 bbls. There were received from out-lying towns, including Minneapolis, during that period 4,877,177 bbls., and for the previous year 3,748,917. The amount of flour manufactured here and received during the navigable season was 8,304,481 bbls., of which 6,129,309 were shipped. The year previous the shipments were 4,475,084 bbls. for the navigation period.

Ex-Governor Burke, of South Dakota, who is engaged in the grain business here, is also president of a new street car company, which proposes to establish lines about the city in competition with the present company, now operating lines.

While navigation was closed Dec. 2d, several Inman tugs were in commission about the harbor, placing boats for their storage cargoes, etc., until the 13th of this month.

Millers confidently expect to be able to secure satisfactory winter freight rates and to keep the mills running the major portion of the time during the winter months. At present none of the Duluth mills are in commission, and may not start up until after January 1.

H. F. J.
DULUTH, Dec. 14.

SUPERIOR.

THE mills here are at present disposed to rest upon the record of their good work for the navigable season and to take a breathing spell before pulling out into the winter season. The new mills which have just been started up made a satisfactory showing for November and aided materially in rolling up the big out-put for that busy month. At this writing, Dec. 13, but three mills are running at the head of the lakes—the Grand Republic, Lake Superior and Freeman—all in Superior. It is a custom the mills have fallen into, to sell the flour and then make it. At present they have made all they can sell. Eastern warehouses are congested with flour barrels. Lake freight rates were unprecedentedly low and every ton of flour possible was rushed forward. Commission men and wholesalers generally are loaded up. In the face of that state of affairs it is not at all likely that buyers will, for some little time, renew orders and pay nearly double freight rates to the seaboard. During the navigable season, the transportation companies took a barrel of flour from Superior and laid it down in New York for 35 cents. Now, 65 cents is the minimum rate, and that is 10 cent reduction from the winter rate of last year. At that time the rate was paid with but little grumbling, but the abnormally low rate of the water season has suggested a lower tariff for the winter; it is very doubtful if further concessions will be made by railway lines—at least at present, and millers are in no hurry to pile up stocks before they see the outcome, and before there is a further demand for the staple.

For the past two weeks but three mills have been in operation and there will probably be no others resume until after the Christmas holidays or some time in January. The second week's run of the present month showed a production of but 44,758 bbls. Of this amount 21,622 bbls. were shipped, and on Monday of this week there were 41,569 bbls. in store by the mills. This is a very small stock, in fact no stock at all, as all the mills adhere strictly to the policy of shipments as soon as the flour is manufactured. There is absolutely no market except for the local trade. Mill-stuffs are dull at a decline of \$1.00 per ton as compared with prices for the former week.

The stock of wheat is reduced in comparison with the amount in the elevators at this time last year and there is still a heavy decline in receipts. The receipts of wheat for the season of navigation this year have been 26,703,000 bushels and the shipments have been 33,167,000

bushels. Last year for the same time the receipts were 28,889,000 bushels, and the shipments 32,000,000 bushels. The amount of wheat shipped in excess of the amount in 1892 was a little over a million and a half bushels, although the price paid for carrying it was less than was paid last year. The season, too, was two weeks shorter than last year.

At present, outside of winding up details of the big business during the open season, and making some preliminary arrangements for the winter, millers and business men generally are devoting their time to an effort to bring the requirements of the harbor to the attention of Congress. If there is not a generous appropriation for government work at this important harbor it will not be because a generous appropriation is not asked for. Capt. McDougal, of whaleback fame, together with others, has figured it out that \$2,500,000 are necessary. This he would have expended in extending the entrance piers to 30 feet of water, or a distance of some 500 feet; dredging between the piers; on Allouez bay and Nemadji river; main channel between Superior and Duluth, and on St. Louis bay and river. As a strong argument why the big appropriation should be made, is brought up what has been done for Galveston, in comparison. There, the engineers prepared the plan in 1874; it was modified in 1880 and 1886. On the last report \$6,000,000 was sent in relief. Thus the Galveston plan has been constantly enlarged and changed without any particular increase in tonnage to warrant such enlargement, while the plan at Superior has undergone no modification, although the maritime business has doubled and trebled. As this harbor is of importance to wheat dealers, millers and shippers throughout the country, generally, the following figures will prove of interest. In comparing the figures it should be borne in mind that at Galveston the harbor is open 12 months each year, while here the open period is limited to seven months:

Galveston population	30,000
Superior and Duluth population	85,000
Excess for head of lake	55,000
Galveston total appropriations	\$8,000,000
Superior and Duluth total appropriations	1,424,449
Excess for Galveston	\$7,179,441
Galveston harbor money expended	\$4,329,000
Superior and Duluth harbor money expended	\$1,190,000
Excess for Galveston	\$3,137,104
Galveston arrivals and clearances, 1892	5,422
Superior and Duluth arrivals and clearances, 1892	4,530
Excess against Galveston	4,530
Galveston tonnage	1,134,326
Superior and Duluth tonnage	6,307,150
Excess against Galveston	5,172,833

A further comparison may be of interest: The Suez canal has cost \$100,000,000; through it passed in 1892, 3,559 ships, ton-

nage 7,712,028. From Superior and Duluth the tonnage in the same time was 6,307,150. A great nation was thrown into bankruptcy in building the canal, besides the share-holders have advanced \$30,000,000, yet the business of that great waterway of the world is hardly equal to the business here for 7 months. If Superior and Duluth were given appropriations on the Suez Canal basis they would receive \$125,000,000; or on the Galveston basis \$50,000,000. The improvements needed and contemplated here, would, if made, greatly facilitate business and lessen the cost of handling flour and wheat, and everything else that passes out over this great waterway. Engineers will be brought here and urged to make supplemental report and committees will be sent to Washington to lobby it through.

Affairs begin to look a little better for this city in a general business way. It is stated on what is deemed good authority that the Rockefellers have absorbed controlling interests in iron mines, steel works, barge works, etc., and will make this a great iron producing centre. Should this syndicate become interested here their presence would insure increased attention to harbor necessities and directly benefit the flour business.

It is given out that contracts have been let for the immediate construction of the Boston-Superior, Duluth line of the Great Northern, by Mr. Hill. The line is designed primarily as a shorter line to the wheat fields of the Red River Valley, especially the northern part of North Dakota. It is about 100 miles shorter than the route by which the Great Northern now reaches the head of the lakes, and will, when completed, reduce the excessive tariff on wheat shipments from the north-west.

Should the trunk lines hold to their present position on rates, during the winter, on flour, the staff of life will be a luxury in many homes, as the cost, in the long run, will have to be borne by the consumer. Five years more and there will be but little excuse for eastern dealers to delay stocking up with a full supply for winter during the navigable season. By that time the new lock will be completed and the required depth of water in St. Mary's river, twenty feet, will be secured. That will mean wheat cargoes of 150,000 bushels, ore cargoes of 5,000 tons and flour cargoes of 50,000 barrels. Under these conditions an immense amount of freight can be handled in six months, and eastern railway lines will be obliged to make concessions or do no business in winter freights.

Among the recent donations

to charity were 50 bbls. of flour, made by Manager L. R. Hurd, of the Daisy Roller Mill. Such substantial gifts are worth many resolutions of condolence or prayers in public places.

A few days ago fire broke out in the Listman mill, probably from an overheated journal, and before it could be extinguished damage to the amount of \$6,500 had been done. Repairs are now in progress and the mill will soon be ready to resume business.

The annual report of the Sault Ste. Marie canal for 1893 shows a small decrease in the total tonnage as compared with the tonnage of 1892. This was due to a falling off of iron ore shipments. Coal, flour, wheat, etc., show an increase.

The Daisy mill recently shipped 8 carloads of flour to Milwaukee on a rush order. This is "carrying coals to Newcastle" or—flour to Milwaukee.

R. M. Todd, a well known flouring mill man, says the mills here are not afraid of free flour or free wheat. In fact, he says free wheat would be a benefit, and if flour were free on both sides of the line, we could go into Canada and knock out all the mills over there.

The shipments of coal to the head of the lakes this past season was large. The Ohio Coal Co. has 143,000 tons; Lehigh, 200,000 tons; Youghiougheny, 150,000 tons; St. Paul & Western, 225,000 tons. Most of this was brought up at from 30 to 35 cents per ton by returning wheat and flour vessels.

L. J. Moss has resigned the secretaryship of the Chamber of Commerce.

The Doud & Sons barrel factory will soon be in full operation here. Among the mills which have already placed orders are the Grand Republic, Minkota and Freeman.

Capt. McDougal has placed a whaleback at each of the mills to take on a cargo of flour during the winter. This will not only relieve the warehouses, but at the first opening of navigation the boats will be ready to pull out for Buffalo.

An effort has been made for some time past to effect a settlement with the railroad companies with reference to having cars stand on the tracks to enable commission men to sell and mill men to buy by sample. In speaking of this matter, R. M. Todd, the miller, said: "What we want and ask is only what the business now doing fairly entitles us to. We want the facilities that other cities have that do not do half the business we do here. When wheat is sent to this market, were it held for 24 hours, we would have an opportunity to bid on lower grades of wheat. In the present situation its price is arbitrary, and not know-

ing for what reason it is graded 2 or 3, we cannot bid on or buy any of it, practically shutting it out from the market, when often it is worth for milling purposes as much as that which has been graded No. 1 Northern, in fact would command within a couple of cents as good a price. But we have got to see a sample before buying it—have got to know that it is not so graded on account of must, which would render it of no value to us. The wheat producers would also profit by the improved facilities, getting a better figure for their average product."

The mills will pound away at the matter until they get the accommodations they ask for and are entitled to.

It is now thought that by the 15th of January the question of railway freights and other winter conditions will be so adjusted as to warrant the mills in resuming operations at something like their old gait, and that for the remainder of the winter there will be a fairly steady business. E. T. D.

SUPERIOR, Dec. 13.

LONDON.

In the United Kingdom the weather during the past month was exceedingly changeable; at one time the temperature was as low as 29 degrees Fahr., which greatly stimulated the consumption of bread, while at another period the heat was as great as 60 degrees Fahr., which is the mean summer temperature. However, the violent equinoctial agitation has subsided, after strewing the shores of the United Kingdom with wreckage and exacting a heavy toll on human life, and the English people are enjoying rather warm weather and bright sunshine, very different from the atmospheric stagnation and fog of a typical November. The agricultural outlook, as regards farm work, is very satisfactory, and by the end of the week farmers will have everything snug, the roots carefully stored, and their other work so forward that come rain come snow the only anxiety that will be felt then will be the securing of auxiliary foods for winter stock. If a glance is taken over the face of the country at the present time, it will be found that there is a look of prosperity in spite of the prevailing agricultural depression. The wheat crop appearing above ground has a most healthy look, the plant being thick; and this good start is no doubt due to the genial warmth of the seed beds this season. The marketing of potatoes, which, as a rule, has, at this season of the year, "bear" influence on the flour market, is proceeding slowly, farmers being disinclined to push forward

their supplies just now, as they are inclined to think that better prices for this crop may be obtained when the winter is farther advanced. On all the corn exchanges, trade is very dull and the demand is very sluggish. Prices are now so low as to make it hardly possible for any further declension of a character. On Mark Lane this week, English wheat can be bought at from 26s. to 30s., according to quality. The demand for foreign wheat remains very quiet, and 29s. per 496 lbs. was paid on Monday last for fine Australian wheat, ex store. South Russian wheats range from 23s. to 26s., and No. 1 Northern Spring American, ex quay, made 27s. 6d. Hard Kansas was sold at 27s., and hard Manitoba, as well as Duluth, at 28s. per 496 lbs. The flour market is in a worse condition than that of wheat, as the English millers have for some few months past been making a fair profit and are now in a better position to take lower prices for their flour. Consequently, and in spite of the firmer advices from your side, the few cables to hand quoting an advance this week of 3d. per sack, whilst good offers sent out have been quite unexpectedly refused, the spot market here remains non-responsive, although not without steadiness. American bakers' grades are very dull, because the English bakers can afford to take straights and patents, the former at 19s. finding some demand, and the latter, now at 21s to 22s., also sharing the preference. Red Dog is the best marketable article just now, as there is a fair demand for mixing with barley meal for pig food. Some Minneapolis brands are quoted at 12s. 6d., and others would go for 11s. 6d., ex store. Owing to these high rates, as compared with the other classes of flour, German low grade unbranded flour is now being substituted on Mark Lane, and some very cheap lines are reported done at 10s. 6d. c. i. f. Hungarian flour is advised as rather firmer at the mills, but the amount of visible stock retards the development of a firmer market here, and as long as choice American patents—for example, Pillsbury's Best—are forced on bakers' attention at 24s., the intrinsic value of Hungarian may be safely estimated as hardly reaching to 30s., whereas 31s. and 32s. would not buy some of the well-known brands. The following prices were asked on Mark Lane to-day for well-known brands of Milwaukee, Chicago and St. Louis flours:

MILWAUKEE FLOUR.

Indiana patent.	22s.
Manigold patent, bakers'.	22s. 6d.
Daisy Mill.	22s. 6d.
Sanderson's best.	23s.
" " Arcade.	23s.
Lily of Killarney.	23s.

CHICAGO FLOUR—	
Briggs' patent.	22s. 6d.
Star & Crescent.	22s.
Chesapeake.	22s.
Severn Mills.	17s.
Ridge Mills.	14s.
ST. LOUIS FLOUR—	
St. Louis Anita.	22s.
Buck's best.	22s. 6d.
Purity.	20s.
Pavillion.	20s. 6d.
White Silk.	21s.
Beaver Dam.	22s.
Ardmore.	22s.

Talking of the markets reminds me of an attack on the October review of the World's Wheat Crop of *The Miller*, made in a letter written from London to the *Northwestern Miller*, which appeared in that journal on the 10th ult. One of the few readers of the *Northwestern Miller* showed me the attack with great glee, as the correspondent's name at the foot of the letter was the same as the editor of Beerbohm's *Corn Trade List*, who in his own paper, a few days before the *Northwestern Miller* reached London, instead of saying the export surplus from Russia, as given in *THE MILLER* (18,000,000 quarters), was preposterous and less than 15,000,000 would be exported, increased that amount to 20,000,000 quarters. The joke of the matter is that the estimate made by *THE MILLER* was published in a Minneapolis daily paper on the 10th of October, and the attack which appeared in the *Northwestern Miller* on the 10th of November is signed "J. W. Rush," dated "London, Oct. 28," and the *Northwestern Miller* of the 10th of November arrived in London four days after the circulation of *Beerbohm's Weekly Review*, giving the probable Russian export surplus at 20,000,000 quarters.

The event of the month has been the Bakers' and Confectioners' Exhibition, which was held at the Royal Agricultural Hall from the 4th to the 11th of November. During the seven days the exhibition was open, 125,408 people visited the show, which was a success in every way.

The bread competitions excited much interest, and when the lengthy labors of the jurors were completed, it became known that Mr. Henry C. Kurtz, of Stamfordhill, the president of the London Protection Society, was champion, taking the silver medal of the first class and the gold medal of the Worshipful Company of Bakers for the best bread exhibited. A considerable amount of interest was excited in the second-prize winner, Mrs. Marks, of 130 Gipsy-hill, Upper Norwood, who was equally successful in both classes. She (in her late husband's name) takes the bronze medal in the first and second classes, as well as the silver medal of the Bakers' Company for the second best bread in the show. The first prize bread was made with brewer's yeast, ferment and sponge, from a mixture of Dives' whites (Lon-

don mill), Moore's country supers (Kentish mill), and American patents, with a dash of Hungarian flours. It was baked in a coal-fire oven. The second prize was also made from brewers' yeast. The flour used was chiefly Peter Mumford's whites (London mill), with the addition of nearly equal quantities of Foster's supers (Cambridge mill), American superlatives and Duluth flours. This was baked in a coal-fired oven. The provincial competition, the results of which were not made known until Saturday, found a worthy competitor in Mr. Cook, of Ipswich, who was fortunate to carry off both first prizes. The bread was made entirely from Cranfield's patent flour, ferment and sponge, and with distillers' yeast. This also was baked in a coal-fired oven. Mr. Cranfield has a roller mill at Ipswich, and previous to erecting and taking this mill, Mr. Cranfield was an operative miller in one of the larger mills in Minneapolis. The special breads competition was an easy victory, and a popular one, for Mr. A. G. Wylie, of North London, who competed with Montgomerie's patent malt bread. Mr. Reis, also of North London, was second with wholemeal bread, made entirely from Wright's Imperial wholemeal (a London mill), and Messrs. Hoskins & Son, of Exeter, third with germ patent bread.

Another point of great interest during the seven days the exhibition was opened, was the various technical lectures delivered each evening by different authorities on matters of interest to the baking trade. One of these was a record in the form of a paper that Mr. W. Jago read, giving particulars of his recent visit to America and the results of his analysis and tests of certain flours collected by him. These samples were taken and collected in order to fix standards for the grading of American flour. Mr. Jago, not content with giving the name of the brand of flour tested and the results of his analysis, gave the name of the mill and the merchant or agent in this country from whence the flour could be obtained. The result of taking the few flours he named and those not from the largest or best mills and laying them before the meeting, was, that a very lively discussion followed when Mr. Jago heard more than he expected his hearers to know. The following account of the discussion appeared in the *Bakers' Record*:

At the conclusion of Mr. Jago's paper Mr. R. W. Dunham rose to ask Mr. Jago a few questions as to his method of procedure in dealing with certain brands of American flours which had been named by Mr. Jago, and taken as typical samples or standards of that coun-

try's flour. Were the samples on the table this season's or last season's wheat flour? It must be patent to everyone that as the American millers only had in the spring or winter wheat districts one class of wheat to grind, that they could not, on account of the change in the different seasons and the difference in the quality of the same flour, produce all the year round a uniform grade of flour, whereas in England, the millers, by having wheats from different parts of the world, were able to so blend them so that when milled it was quite possible to keep the flour manufactured in an English mill uniform. British millers were able by conditioning and blending the different wheats they had at their command on the English markets, and by taking from 25 to 45 per cent. of patents out of the flour made from their mixture, to make flour superior to that sent from America. Mr. Jago had mentioned the fact that he himself took the samples from the different mills or, at least, in some cases, and in one instance he himself took the flour as it was falling down a certain spout. Now, gentlemen, I should like to know how Mr. Jago took these samples; if he gave the miller due notice of his intending visit; and in the case of the instance when he took the flour as a sample from the spout, what centrifugal or reel that spout was connected with? If he will tell me that point I shall, and many of you will, be able to judge as to the quality of that sample, as flours coming from different machines vary in strength and color. Mr. Jago says he took the samples in order to guarantee what flour the mill could turn out. But, gentlemen, that is beside the question, as it is most easy for a miller to produce a good patent flour by lowering his percentages. Mr. Jago must know what some American millers have been up to during the past few years—namely, making a brand well known on account of its sterling merits, and then increasing the percentage of that brand gradually, until at last as much as 70 to even 85 per cent of flour obtained from a given quantity of wheat would be called "Patents." British millers are able, with the wheats they have from all parts of the world, and the machinery that has recently been placed in their mills, and that second to none in the world, to produce a flour, if required, equal to that turned out in Hungary itself, and certainly better than any flour produced in America. Would Mr. Jago kindly state how he tested high and low ground flours by the tintometer for registering the color? Why, in his standard of excellency for American brands of flour, he had not taken into account the flours produced in England and Hungary, which would have enabled those present to obtain an idea of the standard of quality he had made for the American flours?

Mr. A. Taylor (President of the National Association), said it was unfair of his friend Mr. Dunham to find fault with Mr. Jago for not making a comparison with the flour produced in England and Hungary with those collected by Mr. Jago on behalf of the Association. He perfectly agreed with Mr. Dunham that British millers could produce as good a flour as the American millers, and he personally was so contented with the English flours that he had not used, and did not use, any American flour at all. He would move that the best thanks of this meeting be given to Mr. Jago for the valuable paper they had listened to, and it should be remembered that Mr. Jago, who was being assisted by Mr. Bryant, was now busy testing American flour, with a view of bringing about some method to put in practise the question raised by Mr. Kurtz in his

paper on the grading of American flour, read before the Association last June.

Mr. Percy Young (London), said that before the vote of thanks was moved he would like to ask Mr. Jago if the samples he had collected were on behalf of the Association or himself.

Mr. Jago, in reply, was understood to say that he was carrying the work out on behalf of the Association, with the help of Mr. Bryant.

Mr. Percy Young asked Mr. Jago if he, (Mr. Young) as a flour factor, would be able to purchase flour on the standard obtained from the samples Mr. Jago had named in his paper, and had before him on the table?

Mr. Jago not giving a satisfactory reply,

Mr. Taylor (President) interposed, and asked Mr. Jago if flour could be purchased on the standard named?

Mr. Jago, in reply, said Yes."

Mr. Young then said that for Mr. Jago's information he would state that he had been trying one of the flours upon the table in Mr. Jago's list and sold by merchant he had named. A few weeks ago he received delivery of about 600 bags on a contract, and he had delivered some of that shipment to bakers who had complained that the flour was much below the standard of previous deliveries, and that the merchant, rather than go to arbitration, took back the remainder of the parcel, proving that the name of the brand or manufacturer did not guarantee the quality of the flour.

Mr. Jago briefly replied to the remarks made by Mr. Dunham and Mr. Young, and justified himself on relying on the brands, because if they varied from his analysis the reputation of the miller sending the flour was at stake.

Mr. R. W. Dunham, in seconding the vote of thanks, said that although he could not agree with Mr. Jago at all, he was sure that Mr. Jago was doing what he considered his duty, and he had, as a result, given them a very interesting afternoon, but if Mr. Jago would make a standard of flour without naming brands and registered trade marks—and he could do it, as he (Mr. Jago) knew the value of color in flour, denoting, as it did, strength with the quantity of gluten—he, Mr. Dunham, would be delighted to advance the project.

A vote of thanks was then passed and the meeting terminated.

In the next letter I shall have some interesting news to tell as to the sack of flour being 140 lbs. instead of as at present 280 lbs. The smaller weight is what the Bakers' Association have demanded shall be the standard weight after the 1st of January next. "CERES."

LONDON, Dec. 11, 1893.

LOOK OUT FOR THESE FIRMS.

Recently American manufacturers of saw-mill, flour-mill and other machinery have been surprised to receive orders for their machines from various houses in Amsterdam, Holland. The orders generally requested the machines to be forwarded at once to given addresses, and payment was promised on receipt of the machines. Some orders of this kind were filled by makers, and no money was ever received for the goods sent. Now, inquiries have brought out the fact the firms in question are swindling con-

cerns, and the United States Consul in Amsterdam has sent to this country an official list of the swindling firms in that city. This list, published by the police authorities, should be given to the public here by every publication at all connected with machinery interests. It is as follows:

CHIEF BUREAU OF POLICE, (Detective Service.)

LIST OF DOUBTFUL MERCHANTS AND SWINDLERS AT AMSTERDAM, HOLLAND.

C. G. Demkes & J. van den Bergh, Van den Bergh & Zwartjes, E. J. d'Hont, A. Oosterwerf, F. L. Muller & Co., J. van der Markt & Co., H. F. Jansen, Douwe van der Kamp, Den Bruggen & Co., Issers de Vries & Co., L. Beijersbergen & Co., Weeselink & Co., W. J. E. Hevermans & Co., L. Castelein & Co., Van Dormolen & Co., Cornelis van der Bergh, Hofstra & Co., Hoen & Co., Van der Bergh & Co., A. Cordes & Co., Holle & Co., M. van den Molen & Co., E. Verkerk, of Verkerk & Co., Van Stijsdams & Co., Du Chatinier & Co., Ten Have & Co., Kemper van Drielen & Co., Cornelis van Os, Teesink & Co., Latrine Stevens & Co., Mouthaan & Co., C. F. Dejong & Co., J. de Vries, of J. Westerhout, M. M. R. Greveling & Son, C. M. Hanenwinckel, Charles Manie & Co., Dominique Marchal, J. M. & T. M. S. Arntz, A. Kappee & Co., Rembrandt & Co., Milbergh & Co., J. J. van Aggelen, E. Nieuwenhuis & Co., Frits Winter, Machiel van Berkel, G. Rigbergs, Govers & Co., Joseph Hekker, F. Fisher & Co., H. Schneiders & Co., Kaspers & Co., Lumber World.

A MILL SHUTS DOWN.

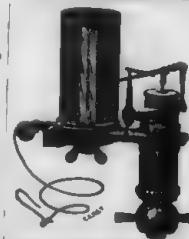
The following appears in a recent issue of the Minneapolis Tribune: The Fisher flour mill, a member of the North Dakota Miller's Association, shut down yesterday, and will remain in that condition indefinitely. During the last two months a Grand Forks party has been in Fisher, purchasing wheat on track, and buying 3 cents in advance of the market price. The elevator men have labored hard to down him, but the farmers stood by the Grand Forks man and sold him their wheat. The result was the elevators have received but little during the operation of the "on track" buyer, and the mill, which grinds 200 barrels of flour each day, finding it impossible to secure sufficient wheat to keep its machinery in motion, a shut down was ordered by the millers' association. The mill, prior to entering the millers' association, was operated by Thompson & Johnson, and who experienced no difficulty in obtaining all the wheat they wish, but when a change in the affairs of the mill was made the farmers conceived the idea that they would not receive fair treatment when the season for moving wheat arrived, turned their attention to crippling the mill and, if that really was their intention, they have succeeded. In the meantime the Grand Forks buyer is unable to obtain cars fast enough to ship his purchases.

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THE STANDARD DICTIONARY.

VOLUME I of the two volume edition of the Park & Wagner's Standard Dictionary of the English Language will be issued December 1893. This volume has been four years in making. Two hundred and thirty-eight editors and specialists have been employed upon it; and the cash outlay has been about a half million dollars. The advance orders for the work amount up to the tens of thousands.

The following letter was received by the publishers from a well-known gentleman, prominently identified with the late World's Fair at Chicago:

Mines and Mining Building, Jackson Park, Ill.

Messrs. PARK & WAGNER,

Gentlemen: "I am pleased to inform you that the Standard Dictionary has been granted an award (diploma and medal) in group No. 150. The exact wording of all the awards will not be announced for three or four weeks."

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The following is an actual count of words and phrases under the letter A:

STORMONT Dictionary, total terms 4,692

WORCESTER Dictionary, total terms 6,968

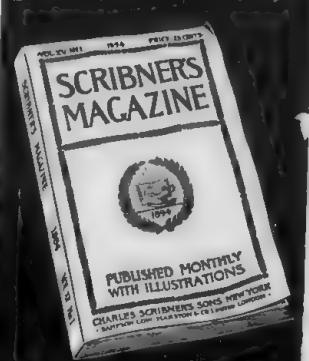
WEBSTER (International) Dictionary, total terms in A 6,355

CENTURY Dictionary, total terms in A 15,621

THE STANDARD DICTIONARY, TOTAL TERMS IN A 19,736

The full number of words and terms in these Dictionaries for the entire alphabet is as follows: Stormont, 50,000; Worcester, 105,000; Webster (International) 125,000; Century, (six volumes, complete), 225,000; Standard, 300,000.

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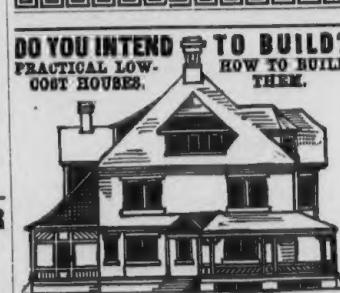
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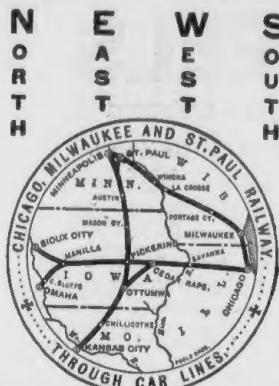
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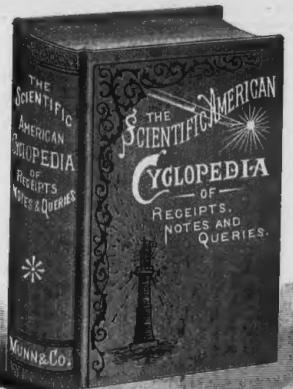
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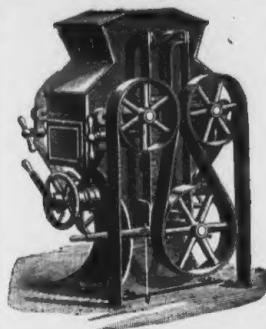
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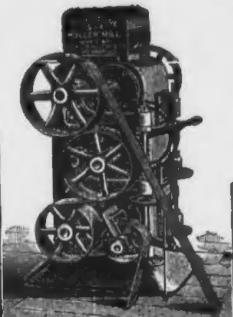
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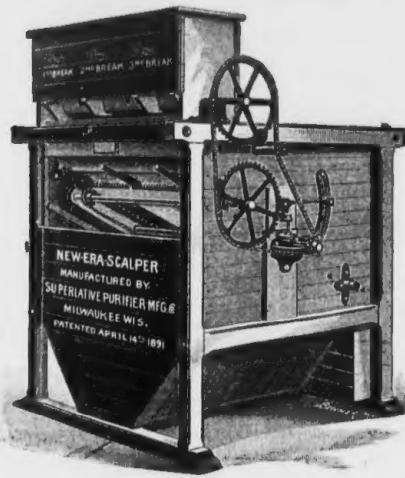


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